



2019 Regional Transport Strategy

Prepared for the Eyre Peninsula Local Government Association
1 August 2019

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1 Executive Summary

This Regional Transport Strategy Update, prepared for the Eyre Peninsula Local Government Association (EPLGA), provides guidance on the management and development of roads across the region, including classification into a functional hierarchy and identification of Action Plans. This Strategy, replaces the 2015 Regional Transport Strategy which was built on the Regional Roads Strategy regularly updated since 2003.

The format of this Regional Transport Strategy follows similar formatting used in the development of other Regional Transport Plans in the state, and aligns with the guidance provided in the Local Government Association Overarching Regional Transport Strategy – 2014. This format provides a consistent approach across the state.

This strategy has been developed over the years through continuous liaison with member Councils and other key bodies pertinent to the shaping of the transport task across the region. In doing so this strategy provides achievable goals and objectives which are in line with maintaining a region rich in environment, economy and industry.

2 Introduction

Sustainable, reliable, resilient and safe transport infrastructure systems are fundamental elements needed to support vibrant economic and social growth of all regions. To support sustainable growth in the Eyre Peninsula Region, the Eyre Peninsula Local Government Association (EPLGA) has prepared this 2019 Eyre Peninsula Regional Transport Strategy. The primary objectives of the strategy are to provide consistent leadership and support in the management and development of transport infrastructure across the Eyre Peninsula.

2.1 Regional Overview

The Eyre Peninsula consists of 11 local governments¹ who together manage more than 170,500 square kilometres of land, about 17% of the South Australia State land. Councils of the Eyre Peninsula include:

- City Council of Port Lincoln;
- District Council of Ceduna;
- District Council of Cleve;
- District Council of Elliston;
- District Council of Franklin Harbour;
- District Council of Kimba;
- District Council of Lower Eyre Peninsula;
- District Council of Streaky Bay;
- District Council of Tumby Bay;
- Wudinna District Council; and
- City of Whyalla.

The region is rich in environmental assets, with long sandy beaches and limestone cliffs along the coast, granite outcrops, agricultural lands and desert communities, mallee and redgum woodlands, and urban and outback environments. Figure 1 (overleaf) shows the geographical boundary of the Eyre Peninsula region as defined by EPLGA.

¹ Although a member of the EPLGA, the City of Whyalla is recognized as having differing needs and transport objectives to those of the other 10 Councils. Accordingly, the City of Whyalla is generally not addressed throughout this strategy other than for the purpose of context setting.

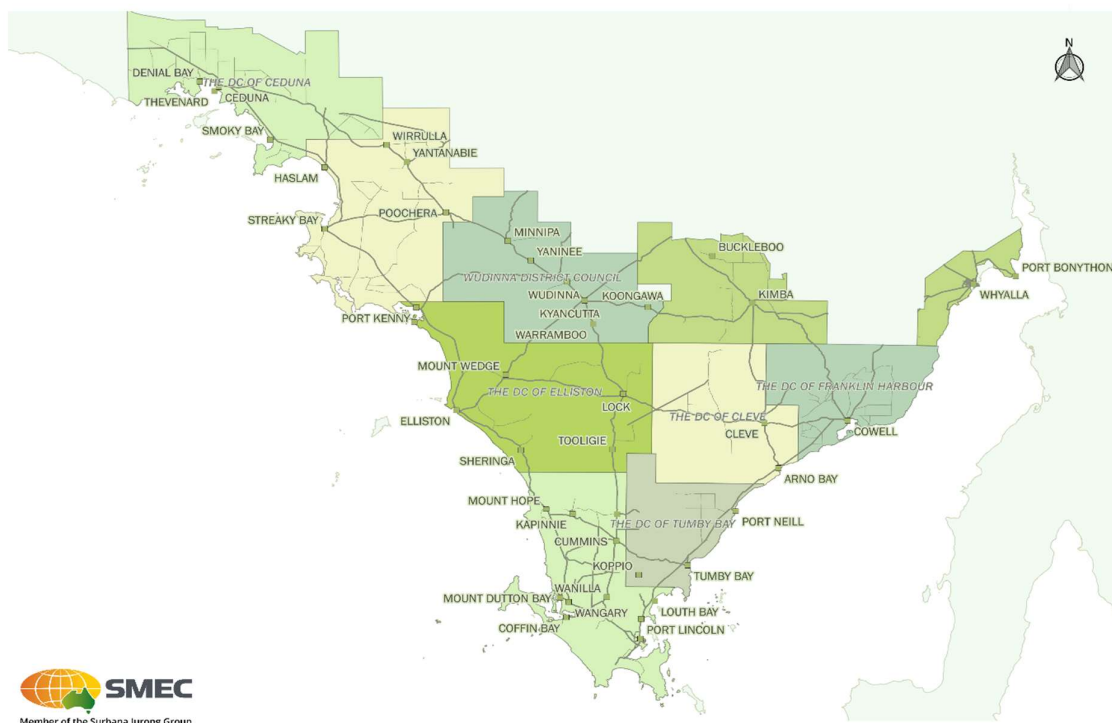


Figure 1 - The Eyre Peninsula Local Government Association boundary

2.1.1 Regional Population Overview

In 2017, the region's population was estimated to be of 57,300 people (the Australia Bureau of Statistics);

- 70% of the population lives in the three urban centres of Whyalla, Port Lincoln and Ceduna.
- 10% of the population lives in the Lower Eyre Peninsula, and
- the other 20% of the population is spreading across small towns and some remote mining and farming communities, which presents issues for infrastructure and services provision and maintenance in the region.

Whyalla is the dominant population, industry and service centre, with an estimated of 22,007 people in 2017. Located in the northern Eyre Peninsula, it has a large number of educational, retail and commercial facilities and services, including a regional campus of the University of South Australia.

Port Lincoln, at the southern tip of the Eyre Peninsula, is the region's second major service centre with an estimated population of 14,592 people in 2017. A popular tourist destination, it has an essential port for grain, fishing and aquaculture and has the state's busiest regional airport in terms of annual passenger numbers and aircraft movements per annum.

Ceduna is the third-largest service centre, with estimated 3,549 people in 2017. Located at the north-western edge of Eyre Peninsula, it is a popular tourist destination and has a port for grain, gypsum, salt, and mineral sand export.

The Lower Eyre Peninsula economy is dependent mostly on agriculture, with cereal crops and sheep being prominent. Coastal towns such as Coffin Bay are popular with tourist, fishing and a variety of other water-based activities. The Coffin Bay National Park is also a major attraction, as well as an area of natural habitat conservation.

2.1.2 Regional Economic Overview

The Eyre Peninsula is one of South Australia's most productive regions generating an annual revenue of over \$4 billion. The region is highly export-oriented with the following being key sectors contributing to the revenue:

- agriculture,

- mining,
- fishing and aquaculture,
- tourism,
- manufacturing,
- renewable energy,
- health and Community Services, and
- small business.

The regional economic activities, particularly exports and tourism result in high transport demands for the region.

2.1.3 Regional Transport Overview

The Eyre Peninsula faces considerable financial and logistical challenges when it comes to the development and maintenance of its infrastructure due to its size, remoteness, diversity and scattered nature of its population.

The region's transport infrastructure includes:

- 4 of the State's 9 major export ports, Port Thevenard, Port Bonython, Port Lincoln and Port Whyalla.
- 3 major regional airports, Ceduna Airport, Port Lincoln Airport and Whyalla Airport.
- 13,000 kilometres of local roads maintained by Councils with over 90% of these roads unsealed, and
- 4 essential arterial road networks which are maintained by the Department of Planning Transport and Infrastructure (DPTI).

2.2 Background of Regional Transport Strategy

Previous transport strategies developed for the Eyre Peninsula region are as follows;

- 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report,
- 2010 Eyre Peninsula Road and Transport Strategy,
- 2013 Eyre Peninsula Road and Transport Strategy and
- 2015 Eyre Peninsula Road and Transport Strategy.

The 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report outlines the original description of the existing conditions for the Eyre Peninsula Region. An overview of the process adopted in establishing the description of the existing condition is provided in Figure 2. For a complete process, this section should be read in conjunction with the 2003 Eyre Peninsula Road and Transport Strategy and associated Strategy Development Report.

DESCRIPTION OF REGIONAL EXISTING CONDITION PROCESS

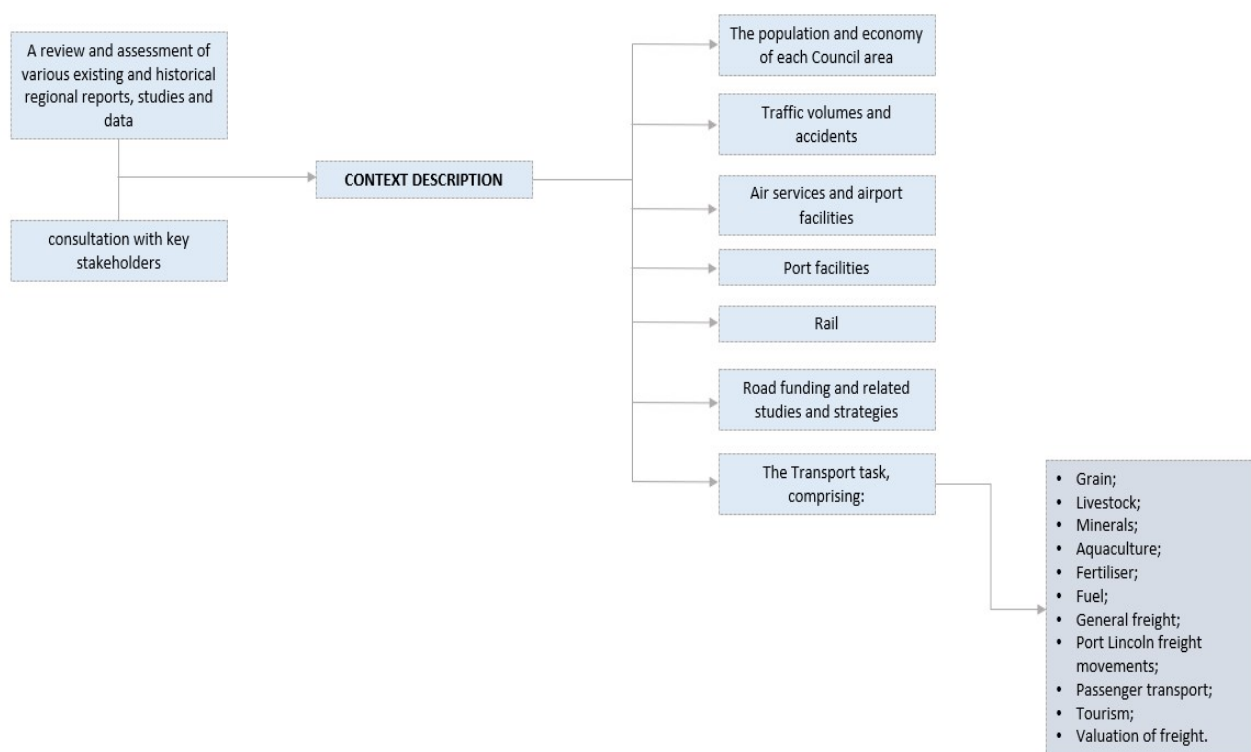


Figure 2: Description of Existing Condition Process

The existing conditions were used to develop a 'Principal Road Functions' Map which identified mining, tourism, aquaculture, livestock and grain routes across the Eyre Peninsula.

The road upgrade prioritisation process for the region was also established in the 2003 strategy and was further reviewed and updated in 2010, 2013 and 2015.

2.3 Overview of 2019 Regional Transport Strategy

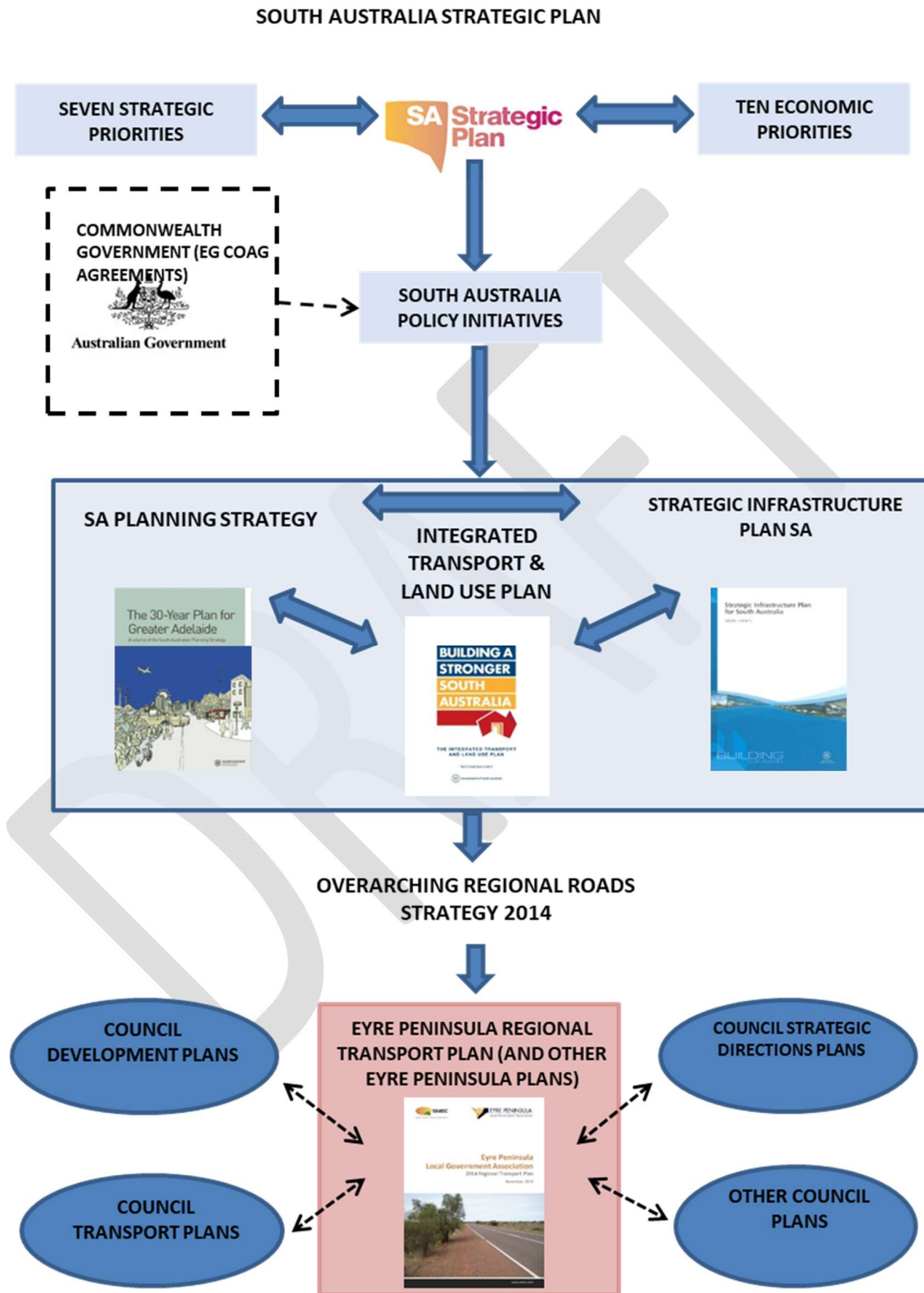
The 2019 Regional Transport Strategy is a review and update of the 2015 Regional Transport Strategy, the scope of updates include the following key elements:

- An update of current and forecast Regional Context and Strategic objectives as per current National, State and Local Strategy documents.
- An update of Regional transport goals to align with Regional context changes.
- A review and validation of Regional Road classifications.
- An update of the Regional Roads Database and associated Action Plans. This includes an update to the agreed planning process and timelines for funding applications across the region.
- An assessment of the status of actions related to previously identified key Regional issues, and
- Identification of any additional or emerging key issues.

The development of this strategy included a workshop in Port Lincoln with the EPLGA member Council works managers and CEO's on the 11th October 2018.

3 South Australian Strategic Context

The Regional Transport Strategy sits within a hierarchy of plans covering State, Regional and Council levels. Figure 3 highlights Key State, Regional and Council strategies and policies relevant to the Eyre Peninsula Regional Transport Strategy.



3.1 South Australia's Strategic Plan (SASP)

South Australia's Strategic Plan (SASP), documented in 2011, details priorities, visions, goals and targets for the state. It is connected to the State Government Seven Strategic Priorities and State Ten Economic Priorities, which are outlined in section 3.1.1 and section 3.1.2 respectively.

SASP provides a reference point for South Australia's local government authorities in setting their investments priorities and decisions. Associated with the SASP objectives, visions, and goals are specific "action plans" for various topics, which focuses on the three fundamentals of a sustainable society, Our Community, Our Prosperity and Our Environment.

Relevant to the Eyre Peninsula 2019 Regional Transport Strategy is the vision, goal and targets under Our Prosperity:

- *The Vision:*
South Australia plans and delivers the right infrastructure.
To ensure the success of our State well into the future, we need to plan infrastructure that is economically and socially efficient. This will provide maximum return on investment and best value and benefit for our communities.
- *The Goal:*
South Australia's transport network enables efficient movement by industry and the community
- *The Target:*
Strategic Infrastructure.
Ensure the provision of key economic and social infrastructure accommodates population growth.

3.1.1 State Seven Strategic Priorities

Figure 4 and Table 1 below summaries the State Government's Seven Strategic Priorities.



Figure 4: South Australian Seven Strategic Priorities

Source: <http://www.priorities.sa.gov.au/>

Table 1: Southern Australia's Seven Strategic Priorities

SEVEN STRATEGIC PRIORITIES	DESCRIPTION	VISION FOR FUTURE
Creating a vibrant city	As the state's capital, it is essential that Adelaide competes nationally and internationally for people and investment and thrives as a cultural, economic and social centre of the state.	Adelaide is one of the great small cities of the world. It is the economic and cultural powerhouse of the state where more people choose to live, work, invest and spend time.
An affordable place to live	The quality of life for South Australians is influenced by the rising costs of housing, transport and utilities.	Industries supplying housing, food and utilities are efficient and supply at competitive prices. Homes and neighbourhoods are designed to conserve energy and water to help reduce demand and costs.
Every chance for every child	The greatest determinant of a child's future health, development and happiness is the	South Australia is recognised nationally and internationally as a family and child- friendly state – a

SEVEN STRATEGIC PRIORITIES	DESCRIPTION	VISION FOR FUTURE
	experience in the first five years of life. By the time a child is three years old, about 85% of their brain has been developed. Gaps in the achievement of children's health, development and learning between groups of children open early and get harder to close with time	great place to live and raise healthy and creative children.
Growing advanced manufacturing	Manufacturing is a critical component of any advanced economy. Each job in manufacturing generates two to five jobs in the rest of the economy.	South Australia's manufacturing industry draws on research, design and innovation to successfully compete internationally and drive growth in the South Australian economy.
Safe communities, healthy neighbourhoods	Our crime rates have fallen significantly over the last decade, yet the fear of crime remains high.	South Australia's neighbourhoods are safe and welcoming. People can live active and healthy lives and feel part of the community.
Realising the benefits of the mining boom for all	South Australia is richly endowed with resources in a range of commodities.	South Australia has a thriving resources industry and is a key mining services hub for Australia and the region. All South Australians have the opportunity to benefit from the strong resources sector
Premium food and wine from our clean environment	The South Australian food and wine industry is worth over \$17 billion and accounts for 40% of South Australia's total merchandise exports	South Australia is renowned as a producer of premium food and wine from its clean water, clean air and clean soil.

3.1.2 State Government's 10 Economic Priorities

A summary of the State Government's 10 Economic Priorities and vision statements is provided in Table 2 below.

Table 2: South Australia State Government's 10 Economic Priorities

ECONOMIC PRIORITY	VISION STATEMENT
The knowledge state	The smartest thing we can do is to attract a diverse student body and commercialise our research
Premium food and wine	Our future relies on premium food and wine produced in our clean environment and exported to the world
A destination of choice	South Australia – a growing destination choice for international and domestic travellers
Unlocking our resources	Having a dynamic resources sector that's globally competitive will fuel economic development and job creation
Global leader in health and ageing	The changing demographics of our population provide a major economic opportunity
Best place to do business	We'll be quick to address the changing needs of <u>businesses</u> , and build industries that will generate the jobs of the future
Growth through innovation	We need to support companies that are prepared to innovate and reap the rewards of business change
International connections	We need to be open to new people, new ideas, new investment and business partnerships
Vibrant Adelaide	During the past three <u>years</u> there's been a definite shift in the perception of Adelaide for the better

ECONOMIC PRIORITY	VISION STATEMENT
Opening doors for small business	Transition of South Australia's small businesses towards niche, globally competitive opportunities will be accelerated

3.2 Strategic Infrastructure Plan for South Australia (SIPSA)

The Strategic Infrastructure Plan for South Australia (SIPSA) provides a framework to guide infrastructure development as per the objectives of South Australia's Strategic Plan.

The SIPSA was first released in April 2005 and provided a 5-10-year framework. Based on the lifetime of the plan, change in economic conditions, in 2010 the State Government published a Discussion Paper which updated the SIPSA. The updated SIPSA included a Regional Overviews for each of South Australia region and provided future planning for 15 infrastructure sections over the next 10 to 15 years. The current SIPSA contains the following "Transport Strategic Priorities":

- **Road**
 - *Improve the State's competitiveness through efficient freight transport networks and improved international links.*
 - *Minimise the impact of freight vehicle movement on the community and environment by appropriately locating and protecting freight routes.*
 - *Concentrate resources on maintaining and improving existing assets rather than extending the network.*
- **Rail**
 - *Encourage the shift to rail transport for passenger and freight movements were justified by environmental, economic or social imperatives.*
- **Air**
 - *Provide for the orderly expansion of facilities at regional airports to meet growing visitor and freight activities.*

Via a Regional Overview document, SIPSA also identified a series of specific strategic level transport projects for implementation across the State. Table 3 summaries relevant transport projects for the Eyre Peninsula region as identified by the South Australia Infrastructure Plan Regional Overview.

Table 3: Overview of regional strategic Transport projects identified in the SIPSA Regional Overview

TRANSPORT PROJECT	PRIORITY	PROJECT STATUS AS OF 2019
Export Grain logistics Upgrade rail network and road freight routes, including Lincoln Highway, improve grain handling facilities and develop new strategic alliances between parties (as recommended in the Sd&D report) to support the entire supply chain.	1	Vittera and Genessee & Wyoming (GWA) have advised that rail transport of grain is no longer viable – accordingly no further upgrade of the rail network is planned. In response to the resulting additional road freight task, the Australian Government has announced an allocation of \$100m for road upgrade works to comprise overtaking lanes, road widening and sealing and other safety improvements. Vittera are also expected to make some changes to grain handling facilities at various receival sites. In addition to the above, the impending commencement of grain shipping from Lucky Bay will also support the supply chain.
Capacity of Port Lincoln airport facilities	2	Council have included in the Port Lincoln & Southern Eyre Tourism Strategy (2018-2028) potential plan (medium term goal) to extend the runway resulting in servicing

TRANSPORT PROJECT	PRIORITY	PROJECT STATUS AS OF 2019
Extend the Port Lincoln airport and upgrade the terminal to cater for increased freight and tourist flights, subject to demand and identification of a viable carrier		direct flights to/from the east coast and increasing efficiency in export of seafood nationally / internationally – approx. \$6M. Additionally, an exploration of other opportunities to grow the airport and expand its role as a Lower Eyre Peninsula Gateway is part of the strategy. Funding not yet sought to date.

3.3 Integrated Transport and Land Use Plan (ITLUP)

The Integrated Transport and Land Use Plan (ITLUP) has been developed by the Department of Planning, Transport and Infrastructure (DPTI). It details transport actions, investments, and initiatives to support future transport networks in South Australia (SA) and identifies state-wide priorities as:

- Maintaining and making better use of transport assets;
- Protecting freight corridors and facilities;
- Making our transport system safer;
- Better integration of transport and land use planning;
- Managing our impact on the environment.

While the ITLUP sits at the same hierarchy level as the 30-Year Plan for Greater Adelaide, specific transport solutions and actions are listed, along with associated timeframes for short (next 5 years), medium (5 – 10 years) and long term (15+ years) durations.

The ITLUP identifies that Regional SA plays a crucial role in the economic development of the state. Therefore efficient, reliable, and safe connections across regional South Australia are essential in supporting vital regional industries and sustaining our country centres.

The central objective of The Plan is to find specific solutions to support the three ‘productive and competitive’ industries, including:

- Mining and resources
- Advanced manufacturing
- Premium food and wine

The Plan provides a broad range of solutions, however, each region in South Australia has its own set of transport and land use challenges. Collaboration with State Government, local councils and Regional Development Australia is therefore stated as a key requirement to ensure that the transport system matches unique regional needs. Priorities for regional SA, are listed as:

- Support for regional industry
- Expanded ‘pit to port’ capacity
- Maintaining liveability and appeal to regional towns
- Regional passenger transport and aviation
- Greater freight productivity

3.4 South Australia Road Safety Strategy 2020 – Towards Zero Together

Towards Zero Together complements and expands on the state’s commitment to the National Road Safety Strategy (2011-2020) with contributions from South Australia. This strategy promotes thinking safety and changing behaviour amongst every road user. This cultural change extends to every driver, every motorcyclist, every pedestrian, every cyclist, and promotes respect for each road user.

Towards Zero Together has adopted the safe systems approach (see Figure 5). The Safe System approach to road safety is built on following key principles:

- *Human Factors* – no matter how well we are trained and educated about responsible road use people make mistakes and the road transport system needs to accommodate this.
- *Human Frailty* – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration.
- *Forgiving Systems* – roads that we travel on, vehicles we travel in, speeds we travel at and communities we live in need to be more forgiving of human error.
- *Shared Responsibility* – everyone has a responsibility to use the road safely with organisations, businesses and communities taking responsibility for designing, managing, and encouraging safe use of road transport system.



Figure 5: Safe Systems Approach to Road Safety

Source: Towards Zero Together

Targets

The strategy targets at least a 30% reduction in serious road casualties by 2020. This matches the target set out in National Road Safety Strategy.

Safety Action Plan

As part of the Strategy, a Road Safety Action Plan 2013 – 2016 has been released to achieve the road casualty reduction targets.

The Action Plan highlights 65 actions to be undertaken that fall under six key focus areas:

- Investing in Safer Roads
- Creating Safer Communities and Neighbourhoods
- Encouraging Safer Behaviours
- Continuously Improving the Licensing System
- Using New Technologies
- Better Informed Communities

The Action Plan initiatives have reduced the annual fatality; however, still there is an unacceptable level of fatalities on the road network.

3.5 Eyre and Western Region Plan (April 2012)

The Eyre and Western Region Plan (EWRP) is one of the seven regional volumes as part of the South Australian Planning Strategy. The plan identifies the planning priorities, principles, and policies necessary to achieve community and economic targets outlined by the South Australian Government. Figure 6 shows the links between EWRP and the State Government strategies.

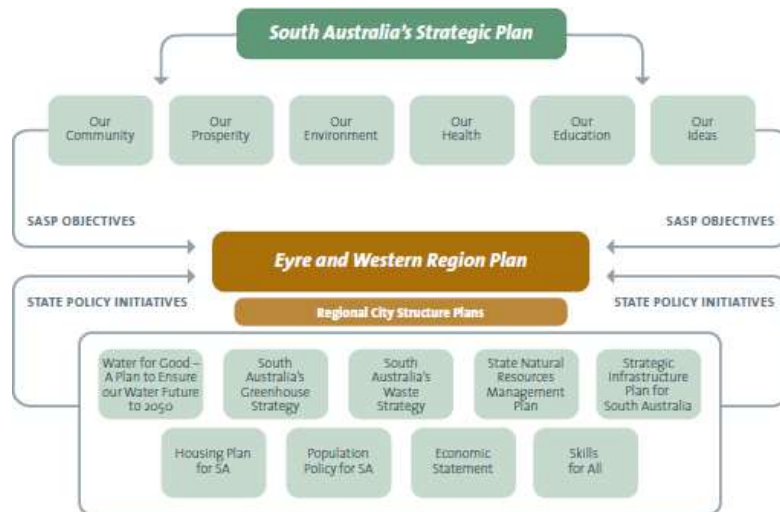


Figure 6: Link to South Australian Planning Framework
Source: Eyre and Western Region Plan 2012

Key issues listed for the Eyre and Western Region are:

- Environment and sustainability.
- Economic development.
- Population, settlements, and culture.
- Infrastructure and services provision.

Principles of the Eyre and Western Region Plan which are then aligned to respond to the key issues identified above are:

1. Recognise, protect, and restore the region's environmental assets.
2. Protect people, property and the environment from exposure to hazards.
3. Increase the capacity of the region to adapt and become resilient to the impacts of climate change.
4. Protect and build on the region's strategic infrastructure.
5. Protect and strengthen the economic potential of the regions primary production land/
6. Strengthen the economic potential of the regions' mineral and energy resources.
7. Strengthen then commercial fishing and agriculture industries.
8. Reinforce the region as a unique and diverse tourism destination.
9. Provide and protect industrial land to meet projected demand.
10. Ensure commercial development supports town function.
11. Plan and manage township growth and develop Structure Plans for key growth centres.
12. Design towns to be sustainable and provide safe, healthy accessible, and appealing environments.

13. Provide residential land and diverse, affordable housing to meet current and future needs.
14. Identify and protect place of heritage and cultural significance, and desired town character.

Many strategic principles relate to infrastructure, the economy, food production and sustainability. The transport system and the consideration of freight movements contributes to these principles to a significant extent.

3.6 Regional Mining and Infrastructure Planning (RMIP)

The State Government, funded by Infrastructure Australia (through the Regional Infrastructure Fund), released the 'Regional Mining and Infrastructure Plan' (RMIP) in June 2014.

The RMIP identified infrastructure projects for the Eyre Peninsula that would be critical in supporting the development of the mining sector in the region. The key transport infrastructure challenges identified for the Eyre region in the RMIP included

- the establishment of a central Eyre port capable of berthing Cape-class bulk carriers,
- the upgrade or construction of transport routes (including road and rail) linking the mines to the port,
- the augmentation of the electricity transmission network, and
- the identification of suitable water sources for mining.

Based on the recommendations of the RMIP, the State Government established the Regional Infrastructure Taskforce to assess and plan infrastructure requirements in regional South Australia, with focus on the evaluation and planning of infrastructure requirements of (and potential impacts from) mining projects.

The RMIP and input report on the Eyre and Western region can be accessed here:

http://www.infrastructure.sa.gov.au/major_projects/regional_mining_and_infrastructure_planning_project.

3.7 Overarching Regional Roads Strategy 2014

In 2014 The Local Government Association developed and released the Overarching Regional Roads Strategy. This document aims to support the development of regional road planning at Local, State and Federal levels by providing;

- an easily digestible summary of the status, Approach, Principles and Goals in relation to Transport Planning across Local Government in Regional South Australia.
- a consistent framework;
 - » for the establishment and implementation of Regional Transport Plans, and;
 - » for interfacing between Local, State and Federal Planning.
- a mechanism to identify and address key 'Action Plans' for matters of general interest across regions for the benefit of each Region.
- an overview of local government roads of 'Regional' or 'Local' significance throughout Regional South Australia.
- An overview of road upgrade works undertaken by Local Government, supported by Special Locals Roads Funding.

This Strategy has been developed in accordance with the Overarching Regional Roads Strategy.

4 Regional Transport Goals

The regional transport goals have been reviewed and updated to align with identified and emerging regional key issues. The revised Eyre Peninsula regional transport goals are listed below and were endorsed by Council members at the EPLGA Works Committee, Road Transport Strategy Workshop held on the 11th October 2018 .

1. Improve road safety,
2. Reduce risk of conflicts between tourist, passenger and freight vehicles, improving the efficiency of road transport,
3. Develop and manage an effective and consistent transport system for heavy vehicles,
4. Promote and assist regional transport,
5. Promote and assist existing and developing industries,
6. Provide for social connectivity and integration.

5 Regional Conditions and Constraints

This chapter provides a high-level review of existing regional conditions and potential emerging conditions which may have material impact and influence on the approach to planning for roads management or renewal prioritisation across the Region.

5.1 Existing Transport Infrastructure

5.1.1 Road Network

The Eyre Peninsula road network consists of local roads, state arterial roads and National Highway (Eyre Highway).

The EPLGA members (the councils) maintains over 13,000 km of local roads with approximately 94% of these roads unsealed. State arterial roads and National Highway (Eyre Highway) are maintained by the Department of Planning Transport and Infrastructure (DPTI).

Key DPTI arterial roads within the region include;

- Lincoln Highway – connects Whyalla with Port Lincoln along the east coast of the Eyre Peninsula
- Tod Highway – runs north/south and links Eyre Highway and Flinders Highway
- Flinders Highway – connects Ceduna and Port Lincoln along the west coast of the Eyre Peninsula
- Birdseye Highway – runs east/west and connects Elliston on the west coast to Cowell on the east coast. The road intersects with the Tod Highway at Lock.

5.1.1.1 Local Roads Classification and Hierarchy

During the development of the 2013 Eyre Peninsula Regional Roads Strategy, a road classification and hierarchy framework was established across the EPLGA local road, defining key roads as Freight / Social / Tourism routes (shown below in Table 4). A review of criteria applicable to the hierarchy levels was discussed at the Works Managers Workshop on the 11th October 2018 and it was agreed that the Level 1 (defining “Regionally Significant” roads) criteria be reduced from AADT of 100vpd to 90vpd. This proposition was intended to identify a broader network of roads significant to the freight task of the Eyre Peninsula.

Table 4: Revised Eyre Peninsula Road Classification and Hierarchy Description

PURPOSE	LEVEL 1	LEVEL 2
Freight	AADT > 90 (or identifiable potential use will meet this)	AADT > 50 (or identifiable potential use will meet this)
	<i>Gazetted HML, GML or Commodity Route</i>	<i>Gazetted HML, GML or Commodity Route</i>
Social	AADT > 90 (or identifiable potential use will meet this)	AADT > 50 (or identifiable potential use will meet this)
	<i>Runs between two social and/or commercial hubs</i>	<i>Runs between two social and/or commercial hubs</i>
Tourism	Peak volumes > 90 vpd (or identifiable potential use will meet this)	Peak volumes > 50 vpd (or identifiable potential use will meet this)
	AADT > 50 (or identifiable potential use will meet this)	AADT > 25 (or identifiable potential use will meet this)
	Runs to a defined attraction	Runs to a defined attraction

Each Council has been asked to identify the routes in their Council area which meet the hierarchy criteria presented in Table 4 above, or which Council believes will meet those criteria (e.g in the absence of supporting data). The information received is contained in the ‘Regional Roads’ database, and Level 1 and Level 2 roads identified in the database are mapped and attached as Appendix A.

5.1.1.2 Restricted Access Vehicles

Many roads within the Eyre Peninsula region are currently gazetted for a range of Restricted Access Vehicles, and many roads are also used for over-dimensional and over-mass freight movements. Restricted Access Vehicles across the Eyre Peninsula include;

- 23m B Double (GML and HML)
- 25m B Double (GML and HML)
- 32m Road Train (GML and HML)
- 36.5m Road Train (GML and HML)
- Road train Converter Dolly (GML and HML)
- 35.0m B Triple (GML and HML)
- 23.0m low loader
- 25.0m low loader
- Level 1A, 2A, 2B and 3A PBS vehicles

Commodity Routes are gazetted for grain, fertiliser, hay and bulk stock feed, dairy milk, wine, wool, livestock, logging and timber and fruit and vegetables, for both B Double and Road Train vehicles.

DPTI Ravnet site <http://www.dpti.sa.gov.au/ravnet> keeps the most updated information on the Eyre Peninsula region and South Australia state roads networks restrictions.

5.1.1.3 Road Condition

Roads or road segments identified by Councils as being Level 1 (Regionally Significant) or Level 2 (Locally Significant) Roads across the Eyre Peninsula have been further classified by their 'Fit-for-purpose' requirements. This is a high level analysis based on criteria set out by the Local Government Transport Advisory Panel (LGTAP) for the Special Local Roads Program (SLRP) application for funding. The analysis was the basis of developing an action plan for determining a prioritised list of road projects. For Further Details refer to Section 6.

5.1.1.4 Crash History

A five-year crash data assessment to the 31st December 2017 (information from DPTI's Safety Strategy department) has shown the recorded crashes in the region has progressively decreased over the last five years, particularly since 2016. Figure 7 below represents annually reported crashes over the assessed period.

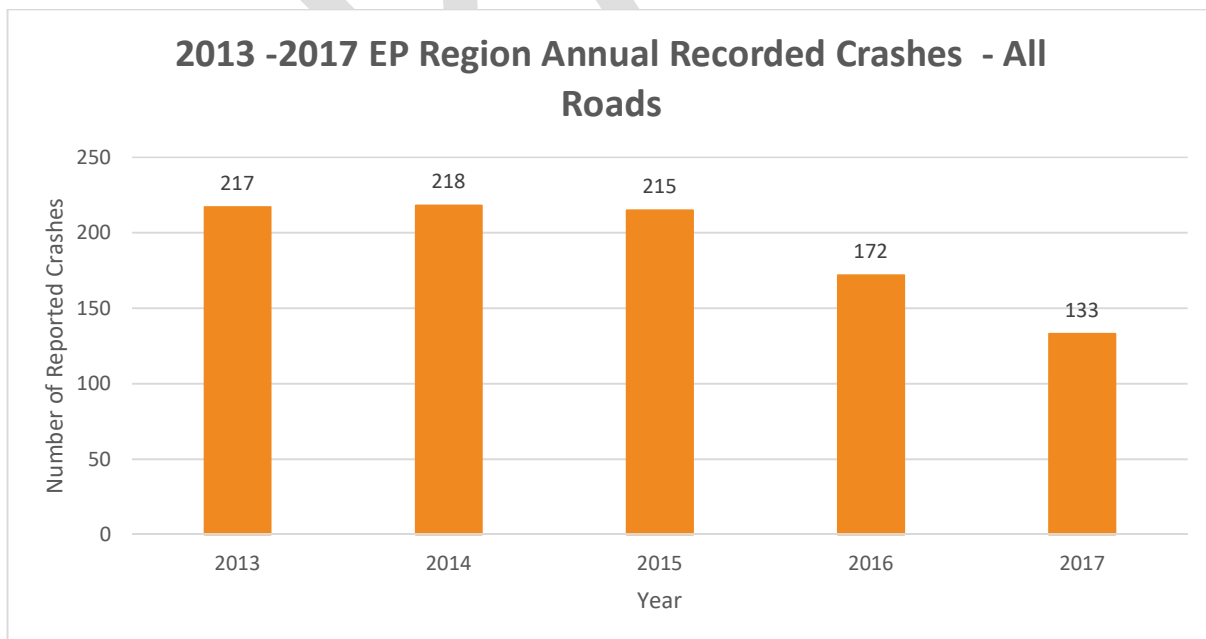


Figure 7: 2013-2017 Annual Reported Road Crashes

Annual crash casualties assessment has indicated the region has had a steady reduction of fatal and serious injuries in the last five years.

However, during this period, roll over and hit fixed object crashes, typical of rural road crash types, have remained significant causes of fatal and serious injuries (40% and 29% respectively). Table 5 below summaries the recorded casualties over the previous five years.

Table 5: 2013-2017 Annual Reported Road Casualties

YEAR	FATALITIES	SERIOUS INJURIES	MINOR INJURIES	PRIVATE	ALL RECORDED CASUALTIES	FATAL AND SERIOUS INJURIES
2013	4	28	72	6	110	32
2014	1	17	68	7	93	18
2015	7	21	56	4	88	28
2016	1	15	57	1	74	16
2017	2	15	44	5	66	17
Total	15	96	297	23	431	

Analysis of common crashes for the region has shown the following crash types to be the most common crashes in the last five years were:

- Hit Fixed Object (27%),
- Right Angle (20%),
- Roll Over (17%); and
- Rear End (10%).

Figure 8 summarises a five-year average percentage of each crash type occurred in the region.

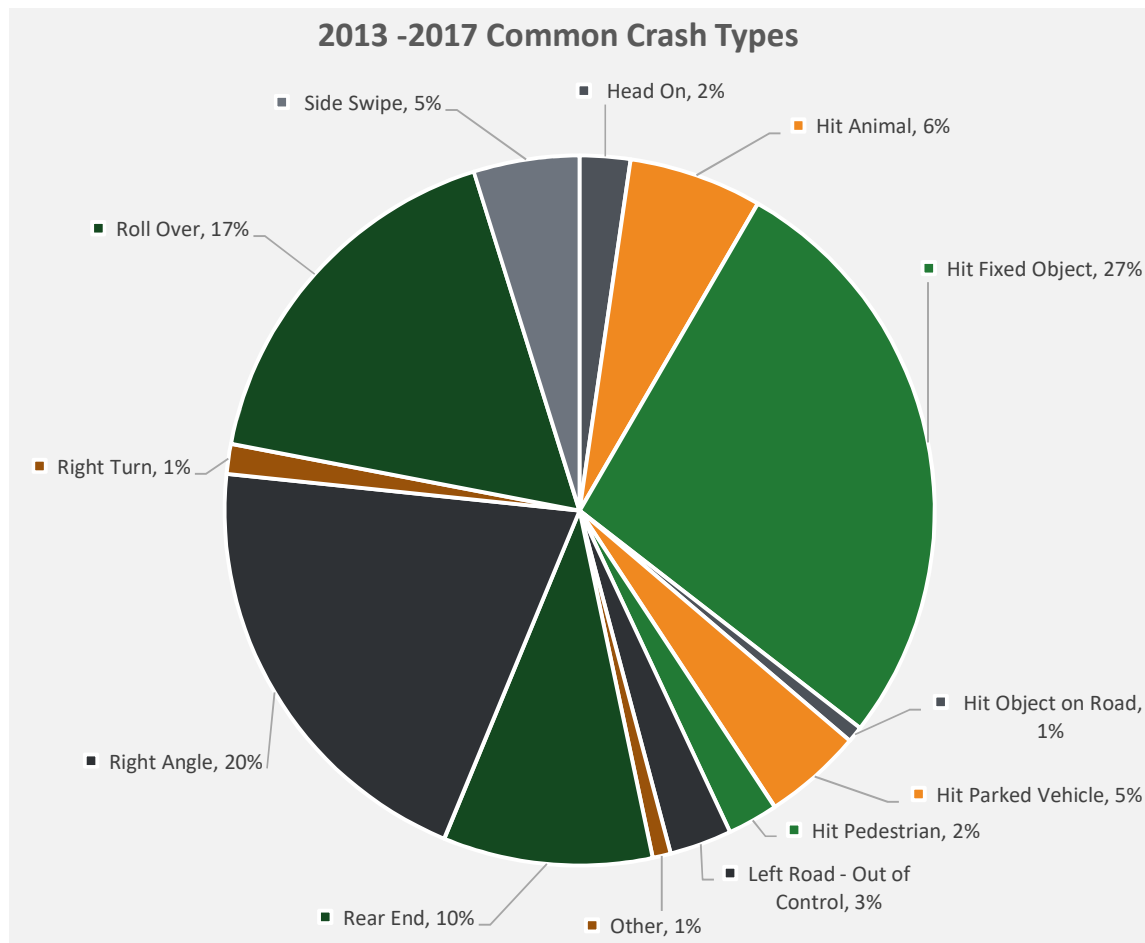


Figure 8: Common Road Crash Types in the Eyre Peninsula

The following observations have been made regarding the individual local governments;

- 38% of all recorded crashes occurred in Port Lincoln, 16% in the Lower Eyre Peninsula and 10% in Ceduna,
- Port Lincoln, Lower Eyre Peninsula and the Ceduna contributes to 17% of all fatal and serious injury crashes, followed by Elliston and Cleve at 13% and 12% respectively.
- 42% of all property damage crashes occurred in Port Lincoln and 16% in the Lower Eyre Peninsula.
- 61% of all reported crashes involved cars, 13 % are trucks, and 11% are articulated vehicles.

5.1.2 Rail Network

Within the Eyre Peninsula region, the rail network only runs freight trains. The rail network within the region includes the components shown in Figure 9;

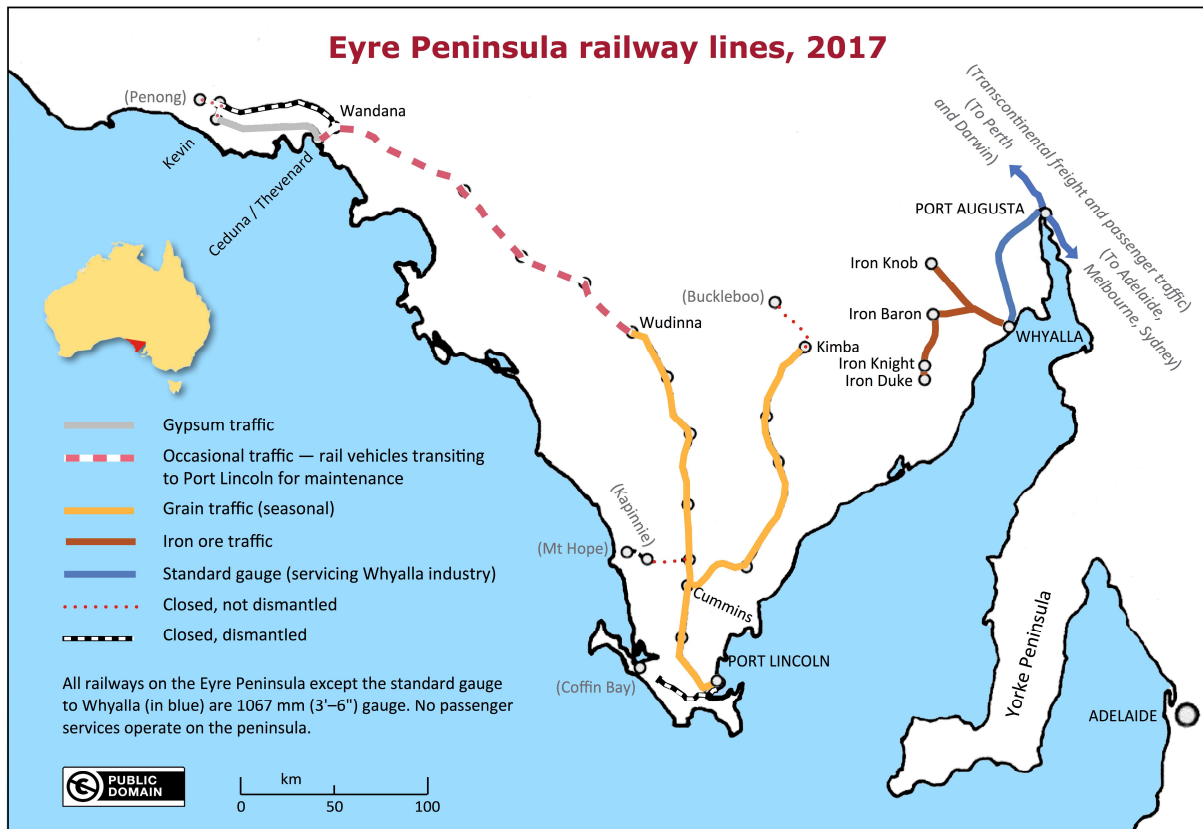


Figure 9: Overview of existing rail lines in the Eyre and Western region (source EP Freight Study 2018, DPTI)

The narrow-gauge network between Wudinna and Port Lincoln and between Kimba and Port Lincoln (shown by the orange lines on the above Figure 9 map) have recently ceased transport of grain. Viterro announced in Feb 2019 that it would not renew its contract with Genesee and Wyoming Australia (GWA) who owns, operates and maintains the network which was principally used to carry grain to Port Lincoln. Cessation of grain transport via rail ended in May 2019. All grain will be moved by road.

Accordingly, the remaining operational rail lines are;

- Narrow gauge line between Kevin and Thevenard used for Gypsum haulage only
- Narrow gauge lines between Iron Knob, Iron Duke (via Iron Baron) and Whyalla
- Standard gauge rail line between Port Augusta and Whyalla

The narrow-gauge links between Iron Knob, Iron Duke (via Iron Baron) and Whyalla are owned by SIMEC Mining and are operated and maintained by GWA. The corridor from Iron Duke through to Whyalla has been upgraded to a 25-tonne axle load to carry up to 12Mtpa.

In addition to the above, there are plans for a possible 145km rail link for the Central Eyre Iron Project (Iron Road Mine) standard gauge connection from Warramboo to Cape Hardy. Approvals are in place for this however timing will be dependent on the timing of overall mine progression.

5.1.2.1 Crash History

There has been one reported crash involving rail on the Eyre Peninsula within the last 5 years. This was a property damage crash within the township of Ceduna. There have been no reported crashes involving rail for the corridors between Kimba and Port Lincoln and Wudinna and Port Lincoln.

5.1.3 Maritime

The Eyre Peninsula contains four of the State's nine major export ports, Thevenard, Port Bonython, Port Lincoln, and Whyalla. Figure 10 shows a geographical location of these ports in the setting of the Eyre Peninsula region.

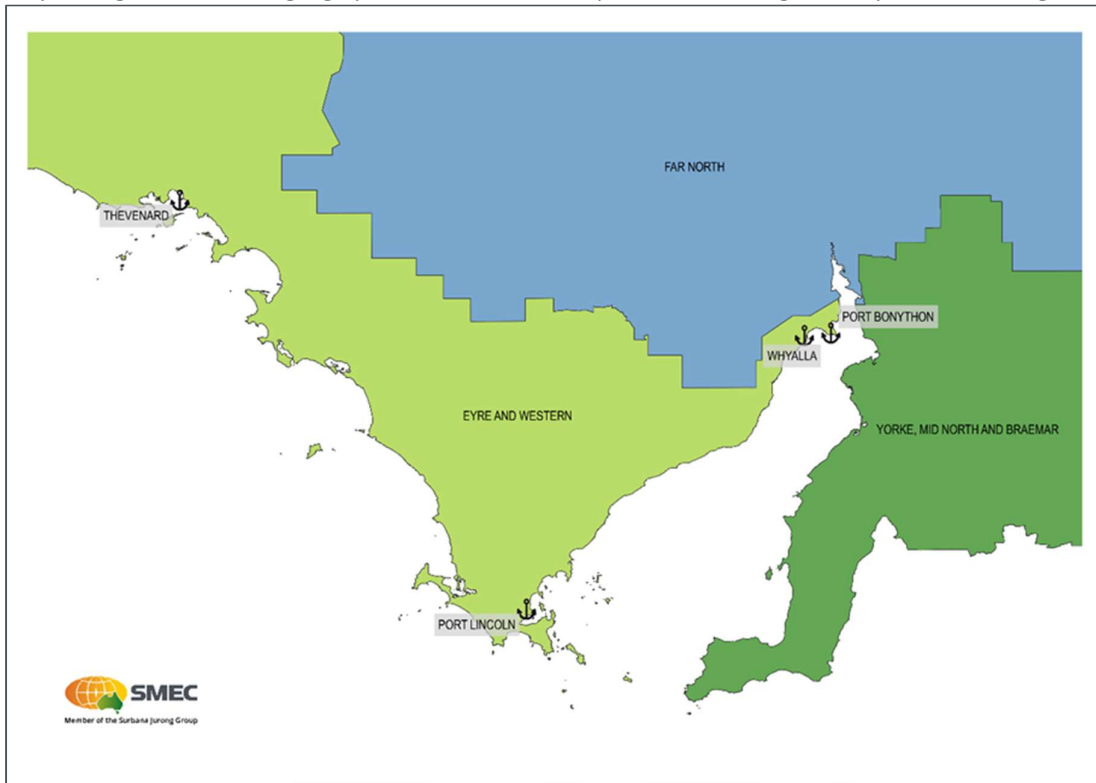


Figure 10: Existing Eyre Peninsula Port Locations (source EP Freight Study 2018, DPTI)

- Thevenard is operated by Flinders Ports and accommodates approximately three million tonnes per annum, comprising Gypsum, Mineral Sands and grain.
- Port Bonython is owned by the South Australian Government and is currently solely operated by Santos exporting approximately 250,000 tonnes per annum (about 30 ships per year), including naphtha, crude oil, propane and butane. This port also receives incoming fuels.
- Port Lincoln is managed by Flinders Ports and typically exports 1-3 million tonnes of product, depending on the grain harvest. Port Lincoln has naturally deep water (15.2m) and caters for post-Panamax and small Capesize ships.
- Whyalla – is owned and operated by SIMEC (formerly Arrium/OneSteel). The port operates using barges to two transshipment points (Panamax vessels and Capesize vessels) up to 12km from the port. The port facilities were recently expanded to enable a capacity of 12 million tonnes per annum.

In addition to the existing Port facilities, a further private facility is under development at Lucky Bay and is proposed at Cape Hardy. The locations of these are shown in Figure 11.

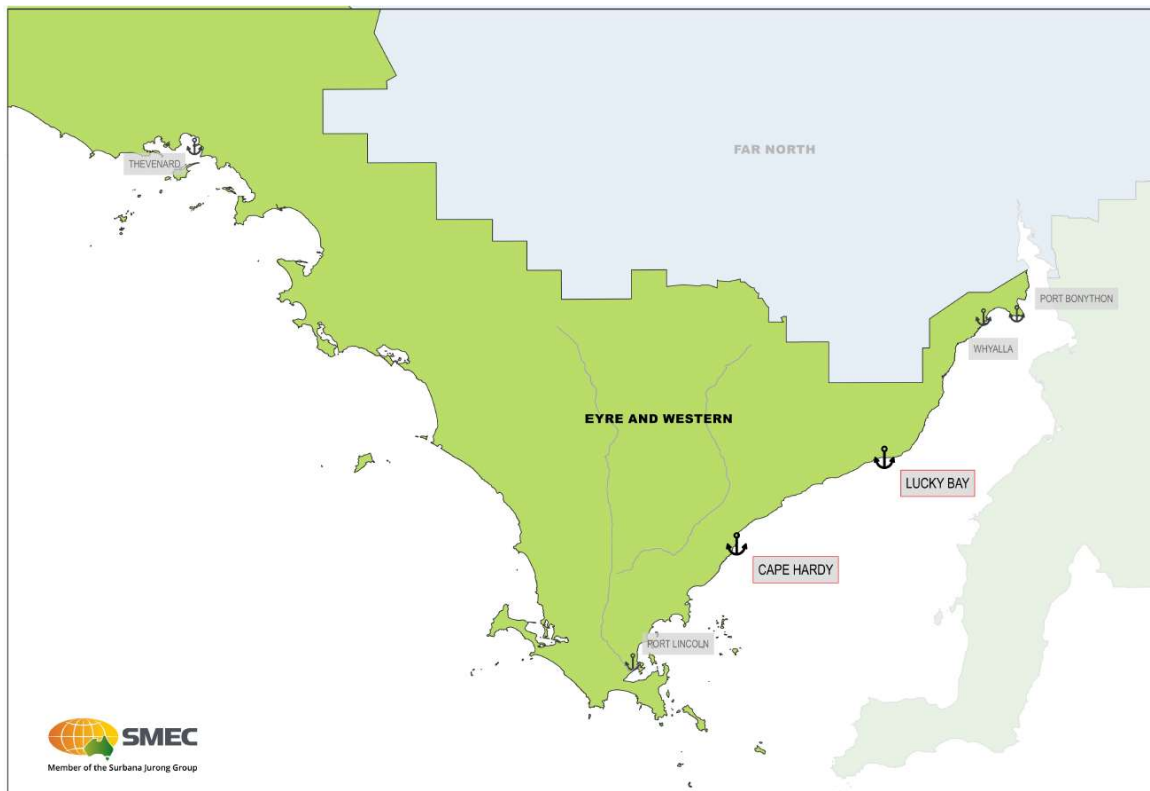


Figure 11: Proposed Lucky Bay and Cape Hardy Ports Locations (source EP Freight Study 2018, DPTI)

- Lucky Bay – the developer ‘T-Ports’ announced in March 2018, a proposed new transshipment grain port facility would accommodate grain storage of 384,000 tonnes. Recent announcements (tports.com) advise that the bunkers at Lucky Bay and Lock will be able to receive grain for the 2019-2020 harvest.
- Cape Hardy is being proposed as part of the Central Eyre Iron Project. The Cape Hardy port will be a deep-water port catering for Panamax and Capesize vessels with a bulk export capacity of 70 million tonnes per annum. The facility is intended to be multi-commodity and timing for port opening will be dependent on schedule for the progression of the overall Central Eyre Iron Project.

5.1.4 Airports

The Eyre Peninsula has three major regional airports, Ceduna Airport, Port Lincoln Airport and Whyalla Airport.

These airports are vital infrastructure for connecting the Eyre Peninsula communities to other regions and are also crucial in supporting business sectors within the area, including tourism, health, mining and transport (freight).

- Ceduna Airport - owned and operated by the District Council of Ceduna, the airport facilities are available 24 hours a day with night lighting facilities and a backup generator in operation.
- Port Lincoln Airport - located near the township of North Shields, ten kilometres north of the City of Port Lincoln. The airport is owned and operated by District Council of Lower Eyre Peninsula and provides an important gateway to the southern Eyre Peninsula and the City of Port Lincoln.
- Whyalla Airport – located about 7.4 southwest of Whyalla and the airport is owned and operated by the Whyalla City Council. The air is also listed as the alternate for Adelaide Airport by Qantas and Virgin Australia should that airport become inoperable for whatever reason.

Five-Year total passenger revenue for each of the airport in the Eyre Peninsula region are shown in Table 6 below.

Table 6: Five years Regional Air Passenger Revenue

(source: https://bitre.gov.au/publications/ongoing/airport_traffic_data.aspx)

AIRPORT	2013	2014	2015	2016	2017
Ceduna Airport	21,258	21,815	22,702	23,974	24,968
Port Lincoln Airport	187,702	190,853	182,331	175,162	169,126
Whyalla Airport	63,229	62,850	66,644	61,322	69,917
Annual Regional Passenger Revenue	272,189	275,518	271,677	260,458	264,011

Since 2015, Port Lincoln Airport passenger revenue has declined, at an average of about 2% annually from 2013 to 2017.

5.2 Key Economic Sectors

5.2.1 Mining

The Mining Sector is one of the keys and growing sectors in the Eyre Peninsula region, and currently there are four operating mines within or impacting the Eyre Peninsula comprises:

- Iluka's Jacinth and Ambrosia heavy mineral sands deposits.
 - In 2017, 460,000 tonnes of Mineral Sands were exported through the Port of Thevenard with all transport to the Port by road.
- Gypsum.
 - In 2017, 1.55 million tonnes of Gypsum was exported through Thevenard. All transportation to the Port is via GWA's rail corridor between Kevin and Thevenard, and
- SIMEC's (formally Arrium) ongoing Middleback Ranges Iron Ore operations.
 - All transport is via separate rail corridor to Whyalla.

There are also other 13 mining projects recognised by the Department of Premier and Cabinet which will significantly influence the future transport demands of the Region.

A summary of all mining projects and their status within the Eyre Peninsula region are provided in Table 7.

Table 7: Mining Activity in the Eyre and Western Region

MINE	OPERATOR	STATUS	TARGET COMMODITY
Middleback Ranges (includes Iron Chieftain)	SIMEC Mining	Major Mine - Operating	Iron
Wilgerup	SIMEC Mining	Approved	
Fusion	Wisco	Second PFS undertaken. Advanced Exploration Stage	
Central Eyre Iron Project (Warrambo, Kopi)	Iron Road	Approved	
Gum Flat	Lincoln Minerals	Developing Project	
Bungalow + Minbrie	Baoyang	Prospect	
Carrow	Wisco	Prospect	

MINE	OPERATOR	STATUS	TARGET COMMODITY
Greenpatch	Iluka	Prospect	HM
Bald Hill + Charlton Gully		Prospect	
Jacynth/ Ambrosia		Major Mine -Operating	
Tripitaka		Developing Project	
Atacama/ Typhoon /Sonoran		Prospect	
Paris	Investigator Resources	Prospect	Ag
Uley	Strategic Graphite	Historical Mine – Care and Maintenance	Graphite
Carey's Well (Poochera)	Mintoaur and Andromeda	Prospect	Kaolin

The proposed mining projects will strengthen businesses and employment opportunities within the region, however, will also add considerable additional freight movement in the area. This will require a significant infrastructure investment to support the potential mining activities. Figure 12 shows the proximately locations and type of the mines in Eyre and Western Region.

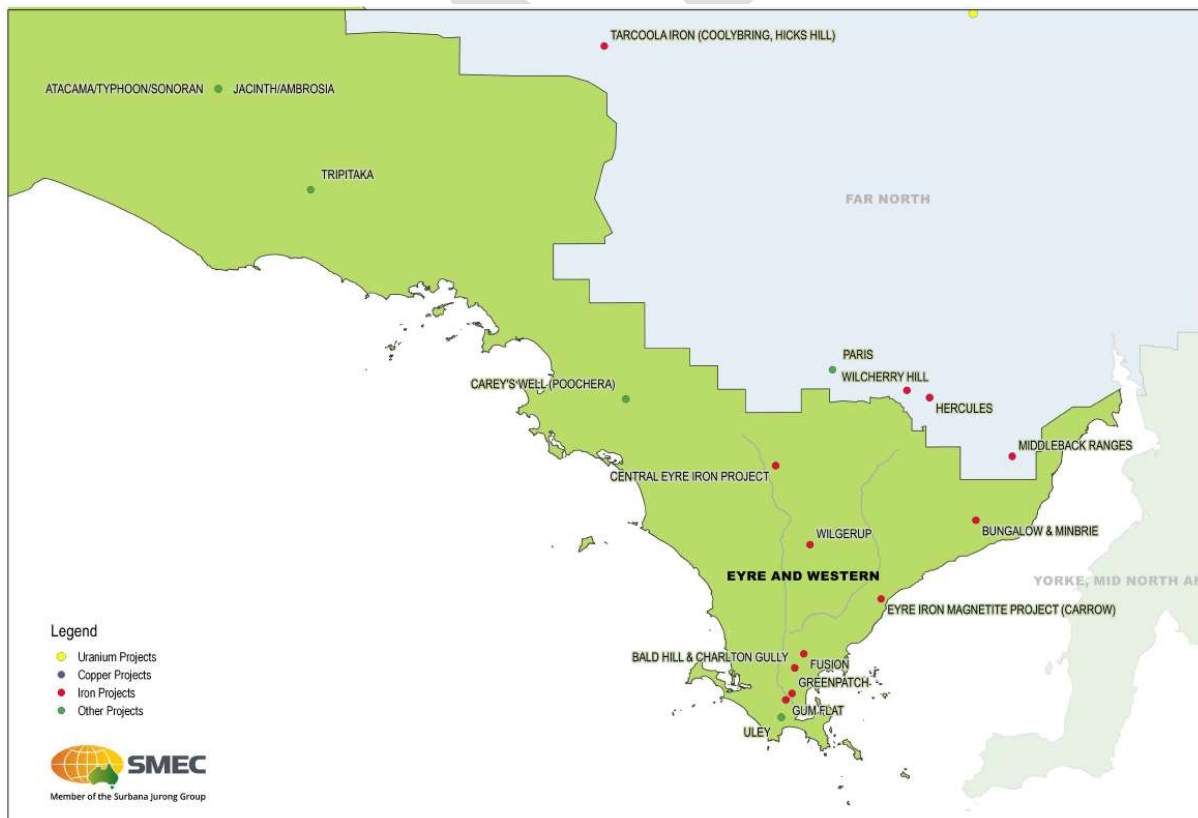


Figure 12: Eyre Peninsula Mine locations (source EP Freight Study 2018, DPTI)

The Central Eyre cluster (Central Eyre Iron Project, Wilgerup and Eyre Iron) has a combined forecast potential of up to 45 million tonnes per annum. The proposed Central Eyre Iron project is proposing fundamental freight infrastructure

changes in association with the mine. These include the provision of a new multi-user deep-water Port facility at Cape Hardy and the construction of a standard gauge railway between the mine site and the new Port facility.

5.2.2 Agriculture

The Eyre Peninsula region is renowned for producing high-quality agriculture products including grains, lamb, beef and pork.

Wheat, Canola, Barley and Lentils are the four major crops in the region which contributes to 40% of the State's wheat crop, 24% of the barley crop, and 22% of canola. Approximately 97% of the region's grain crop is exported and was valued at \$643 million in 2013-14 ([Regional Development Australia](#)). Figure 13 provides an overview of Eyre Peninsula agriculture crops production in tonnes as sourced from PIRSA Crop and Pasture Report.

DISTRICT	5 Year Average (2012 - 2017)					10 year average - all crops	
	Wheat ¹	Barley	Canola	Lentils	All Crops ⁴	2007- 2017	% State Production
Western Eyre Peninsula	758,100	111,000	7,400	600	905,200	832,700	10.8%
Lower Eyre Peninsula	450,700	220,900	102,400	3,700	840,400	800,900	10.4%
Eastern Eyre Peninsula	762,300	154,800	10,900	1,200	952,000	830,800	10.7%
Total Eyre Peninsula	1,971,100	486,700	120,700	5,500	2,697,600	2,464,400	31.9%

Figure 13: Five Years Regional Main Crops Production in tonnes

Major agriculture products have previously been transported via a combination of road and rail modes. For example, in 2017, a total of 1.9 million tonnes of grains were delivery to Port Lincoln, 816,000 tonnes were delivered by rail and approximately 1.1 million tonnes delivered by road (Viterro). However, following the recent decision not to proceed with use of the rail network, all future grain will now be transported by road.

5.2.3 Tourism

Tourism is among the key business sectors in the Eyre Peninsula region, the region has an annual average of 420,000 overnight visitors and 373,000 Domestic Day Trips visitors a year. Between December 2015 – December 2017, the overnight visitors consist of intrastate (68.4%), interstate (26.6%), and International (5%) visitors, a detail breakdown of this have been provided in Table 8 below.

Table 8 - Tourism visits to Eyre Peninsula

OVERNIGHT VISITS	INTRASTATE	INTERSTATE	INTERNATIONAL	TOTAL
Overnight Visits	289,000	112,000	19,000	420,000
%	72%	28%	5%	100%
Nights`	996,000	581,000	167,000	1,745,000
%	63%	37%	10%	100%
Average Length of Stay	3	5	9	4

The following are noted from South Australia Tourism Commission;

- the Eyre Peninsula contributes \$263 million to the December 2017 South Australian expenditure of \$6.6 billion,
- In 2016-17, the tourism industry contributed an estimated \$227 million to the Eyre Peninsula regional economy and directly employed approximately 1,800 people, and indirect employed approximately 700 people.

95 per cent of the Eyre Peninsula visitors are Domestic visitors and 5 per cent are International visitors. Domestically, 72 per cent of visitors are from within the state compared to 28 per cent from Interstate.

5.3 Critical and Emerging Transport Issues

The following key issues are identified;

5.3.1 Discontinued use of the rail network to transport grain to Port Lincoln

As noted in section 5.1.2 Viterra announced in February 2019 the decision not to renew their contract with Genesee and Wyoming (GWA) for the ongoing use of the rail network to transport grain on the Eyre Peninsula.

It is understood that this decision occurs in response to the need to invest in the rail network infrastructure (includes rail, sleepers and rolling stock) in order to maintain an efficient service which could be competitive with road freight. It is recognised that the majority of the rail corridor is currently operating under various levels of speed restriction. The decision also recognises the ongoing improvements in road freight standards and efficiencies through the use of B-triples and AB-triple Road Trains (using the PBS Level 3A network).

The decision will mean an increase in the road freight task to transport grain. The extent of increase will clearly vary from year to year depending on the season. Over the last 19 seasons, the average total grain production across Eyre peninsula has been approximately 2.2 million tonnes. As identified above, the Department of Primary Industries and Regions (PIRSA) has assessed trends for the region and does not forecast an increase in total grain production over the next decade.

On the basis of the above total volumes and the 2017 rail transport usage of 816,000 tonnes from a total season of 1.9 million tonnes, it is likely the average annual road freight task will increase by between 800,000 and 1.0 million tonnes in the absence of rail. The key sites which had previously transported significant grain tonnages by rail are shown schematically in Figure 14, and include Wudinna, Lock, Rudall and Cummins.

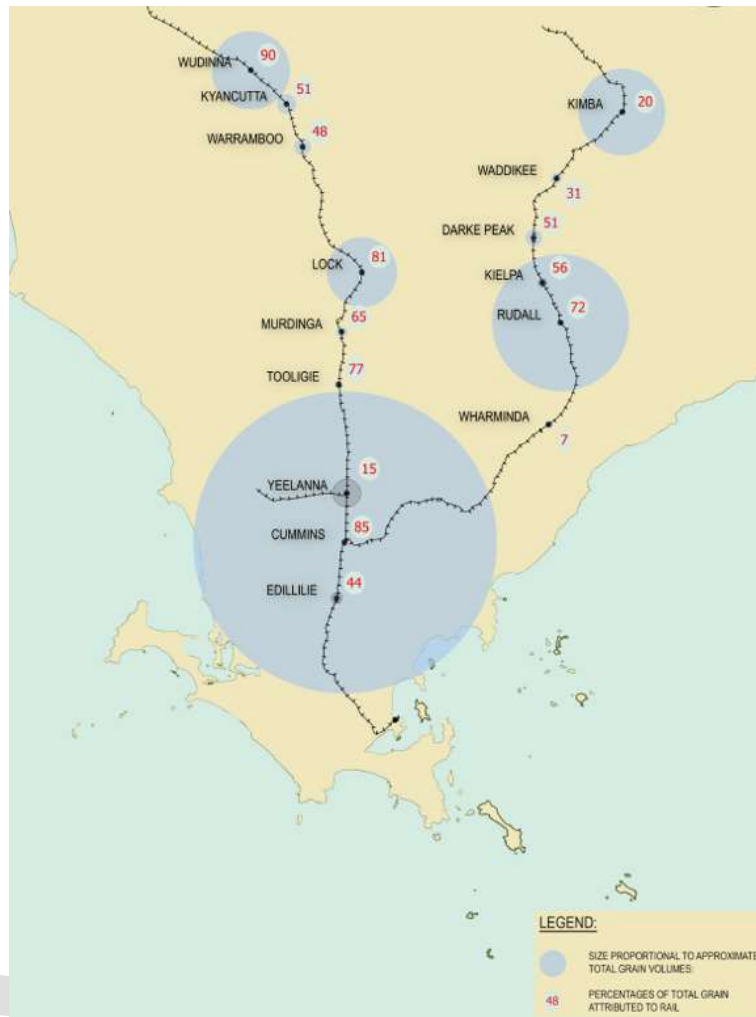


Figure 14 - key sites of previously transported grain by rail (source EP Freight Study 2018, DPTI)

The increase in the road freight task from the centre rail corridor (ie; Wudinna, Lock and Cummins) will largely be carried by the Tod Highway and then the Western Approach Road to the silos in Port Lincoln. These roads are under the care and control of the Commissioner of Highways.

From the eastern rail link (ie; Kimba and Rudall) however, some Council roads will be required to carry a level of increased road freight.

The Eyre Peninsula Freight Study recognises the wider road network impacted by closure of the rail, tabulated in Table 9 (the majority being under the care and control of the Commissioner of Highways). Through communications with Eyre Peninsula Councils during the development of this strategy a high level assessment of the potential impact on local roads has been presented based on the outcome of three different scenarios where;

1. All grain continues to go to Port Lincoln;
2. Some grain goes to Lucky Bay; and
3. Some grain goes to Cape Hardy.

As there is still a level of uncertainty about the level of impact of Lucky Bay and Cape Hardy the purpose of capturing these scenarios identifies and acknowledges local roads that have never been prioritised as part of this strategy previously and hence not included in current action plans but should be flagged on a “watch list” for consideration moving forward. These roads are shown on a map in Appendix D.

Table 9 - Road network impacted by rail closure (source EP Freight Study, DPTI)

ROAD	FROM	TO	CURRENT TOTAL VOLUME (AADT)	CURRENT FREIGHT VOLUME
Eyre Hwy	Wudinna Stn	Kyancutta Stn	1010	300
Tod Hwy	Kyancutta Stn	Warramboo Stn	250	70
	Warramboo Stn	Lock Stn	260	90
	Lock Stn	Murdinga Stn	280	70
	Murdinga Stn	Tooligie Stn	240	40
Tod Hwy	Tooligie Stn	Yeelanna Stn	240	40
	Yeelana Stn	Cummins	610	110
	Cummins	Edillilie	910	260
	Edillilie	Flinders Hwy	760	190
Flinders Hwy	Flinders Hwy	Western Approach Road	2170	290
Cleve Rd	Kimba	Mangalo Road	250	60
	Mangalo Road	Cleve	410	60
Unnamed Road	Waddikee	Balumbah-Kinnard Rd	200	30
	Road	Darke Peak	200	30
Balumbah-Kinnard Rd	Darke Peak	Kielpa	200	30
	Kielpa	Rudall	200	30
	Rudall	Lincoln Hwy	200	30
Birdseye Hwy	Rudall	Cleve	360	60
Arno Bay Rd	Cleve	Arno Bay	420	80
Lincoln Hwy	Arno Bay	Balumbah-Kinnard Rd	860	150
	Balumbah-Kinnard Rd	Wharminda Road	890	160
Wharminda Road	Wharminda	Lincoln Hwy	100	20
Lincoln Hwy	Wharminda Road	Tumby Bay	850	150
	Tumby Bay	Louth Bay	1620	280
	Louth Bay	Richardson Road	3780	460
	Richardson Road	Happy Valley Road	5050	360
	Happy Valley Road	Normandy Place	8280	390
	Normandy Place	Flinders Hwy	8790	360
	Flinders Hwy	New W Road	11310	410
	New W Road	Porter St (Port Access)	13740	390
Flinders Hwy	Flinders Hwy	Lincoln Hwy	3640	330
	Flinders Hwy	New W Road	1720	290
West Approach Road	New W Road	Pine Freezers Road	1920	420
	Pine Freezers Road	Anne Street	3430	330
	Anne Street	Mortlock Terrace	6870	360
	Mortlock Terrace	Dublin Street	11310	560
	Dublin Street	Porter St (Port Access)	6160	430

5.3.2 Increased use of additional Port facilities

The above road impact assessment in response to the discontinued use of the rail lines for grain transport, assumes that all grain exports continue to occur from Port Lincoln. However, as discussed in the previous section, additional grain export port facilities are proposed at both Lucky Bay and Cape Hardy.

Lucky Bay

The facility at Lucky Bay is under construction with the developers announcing the commencement of operation of the site expected for the 2019-2020 grain harvest.



Photo Transshipment vessel – from SeaTransport website

Once this site is operational a portion of the Eyre Peninsula grain transport task will shift from Port Lincoln to Lucky Bay. The extent of this shift will be heavily influenced by commercial arrangements which are not yet known. In broad terms however, it is likely that the following Council roads will attract additional freight volumes. These have been mapped in Appendix D;

Table 10 - Council Roads impacted by commencement of Lucky Bay operations

ROAD	FROM	TO	COMMENTS
Barna-Bunora / Parsons / Schubert Road	Cleve Road	Cowell-Kimba Road	These roads provide a link excepted to make the travel to Lucky Bay much easier for most of the district, however are not currently not "fit for purpose"
Cowell-Kimba Road	Cowell township	Kimba township	This is a significant route linking the towns heavy with freight, tourist and community traffic. Councils have been in discussions with the state government about handing this road back to the care of the Commissioner of Highways.

Cape Hardy

While a timeframe for a grain port facility is not yet defined, it is recognised that such a facility will also attract a percentage of export grain. Again, a high-level assessment indicates the following Council roads are likely to attract additional freight volumes;

ROAD	FROM	TO	COMMENTS
Glover Road / Ungarra-Yeelanna / Barnes Hill / Richardson Road / West Dog Fence Road	Yeelana township	Lincoln Highway	These roads have potential in providing a future sealed route between the Tod and Lincoln Highways for grain freight through the central Eyre region to Cape Hardy.

ROAD	FROM	TO	COMMENTS
Brayfield Road	Lincoln Highway	Cape Hardy	Currently not “fit for purpose” or an approved RAV route.
Wharminda road	Wharminda	Lincoln Highway	Increased movements expected on both these roads. Both Roads currently gazetted for 36.5m road trains.
Balumba Kinnard Road	Eyre Highway	Lincoln Highway	

6 Regional Road Action Plans

6.1 Fit-for-Purpose Assessments

For each road identified as Regionally significant (Level 1) or Locally significant (Level 2), Councils were asked to advise on whether or not the road was considered to be 'Compliant' with the 'Fit-for-Purpose' guidelines provided by the Local Roads Advisory Panel in each of the four key categories;

- Speed Environment
- Dimensions
- Geometry
- Strength/Durability

Where, the road (or a section of the road) was considered non-compliant in a category, Councils were asked to advise whether they believed the deficiency was 'Minor' or 'Major' according to the definitions below;

- A "Minor Deficiency" is defined as failing to meet the fit-for-purpose standard, but not in such a way as to affect the functional performance of the road or its inherent safety for the road user or its economic value to council and the community.
- A "Major Deficiency" is defined as failing to meet the fit-for-purpose standard to such a degree that the road is unable to safely and/or economically perform its purpose(s), requiring constant intervention by the responsible Council using a suitable risk mitigation strategy. Such intervention may include a recognised need for more major works in the short term to maintain a fit-for-purpose level.

Information was also sought on the nature of the deficiency. The template used is provided as Appendix B.

6.2 Action Plan Development

Following the fit-for-purpose assessments, each regional route (or section of route) is listed on one of the following three action plans.

These Action Plans will support the ongoing process of prioritising road upgrade projects and funding submissions, such as for the Special Local Roads Program (SLRP), on a Region wide basis.

Action Plan 1 – Immediate Priority (0 to 3 Years)

Roads on this list are level 1 regional routes, and the following criteria must be met to be eligible for entry into Action Plan 1;

- exhibiting one or more deficiencies in fit-for-purpose standards,
- Upgrade of the roads must be included in the council's three-year capital works programs,
- Actual traffic count data for the route must be available, and
- Equivalent standard axles (ESA's) must be accurately calculated for freight routes. Methodology for determining ESA's is described in AUSTROADS Guide to pavement Technology Part 2.

If roads on this list extend across more than one Council area, there must be a written agreement between the subject Councils on the regional priority of the road, the need for the upgrade and the proposed standard/extent of the upgrade.

Roads in Action Plan 1 are listed in Appendix C.

Action Plan 2 – Medium Term Priority (4 to 10 Years)

Roads on this list are level 1 or 2 regional routes meeting the following criteria;

- exhibiting at least one major deficiency in fit-for-purpose standard,
- councils have not been able to include the upgrade need for the road in the council's three-year capital works programs, but have on-going risk mitigation strategy in place for addressing the identified major deficiency,
- Roads on this list must have actual traffic count data.

Any level 2 routes where Councils have allocated funding would also be included into this Action Plan.

Roads in Action Plan 2 are listed in Appendix C.

Action Plan 3 – Long Term Priority (11 Years and Beyond)

Roads on this list are Level 1 or 2 regional routes meeting the following criteria

- exhibiting no major deficiency in fit-for-purpose standard,
- have one or more minor deficiencies in fit-for-purpose standard,
- the upgrade of which councils acknowledge is unlikely to occur in the next 10 years unless circumstances change significantly (e.g. road purpose, traffic volumes, further deterioration in standard etc) OR are routes not classified as Level 1 or 2.

Roads in Action Plan 3 are listed in Appendix C.

Special Local Roads Program (SLRP)

It is noted that applications for SLRP funding are required to include an acknowledgement from the applicant that the ongoing maintenance requirements and associated costs following completion of the proposed project are recognised and budgeted for by the applicant Council/s.

In line with this, in the January 2016 workshop review, it was agreed that roads identified for re-seal will not be eligible for application for SLRP funding, unless the re-seal is required as a clear result of a change in use or function of the road. This precludes SLRP applications for re-seals required as a part of ongoing routine maintenance.

6.3 Maintenance of Action Plans

In the stakeholder workshop on 11 October 2018, it was agreed that there will be benefits from improving the forward planning of potential regional priority projects. Accordingly, an annual process has been developed to enable the earlier identification and preparation of likely prioritised projects. This process is attached in Appendix E.

7 Conclusion and Recommendation

The 2019 update to the Regional Transport Strategy has;

- Provided a high level update to the local area context influences for the Eyre Peninsula;
- Provided a high level insight to potential local roads which may be affected by the cessation of grain rail freight and operation commencement of Lucky Bay (and future potential Cape Hardy),
- Made some amendments to the criteria for road classifications to establish a wider selection of applicable roads worthy of prioritisation,
- Updated the Action Plans for the Region.

To ensure the ongoing development of the Eyre Peninsula Regional Transport Strategy, the following actions are recommended;

- Continued input of roads into the Regional Roads Database;
- Continued (at least annually) review and update of associated Action Plans;
- Ensure that All Action Plan 1 Roads have sufficient planning, traffic data, financial backing and design to ensure a viable SLRP submission.

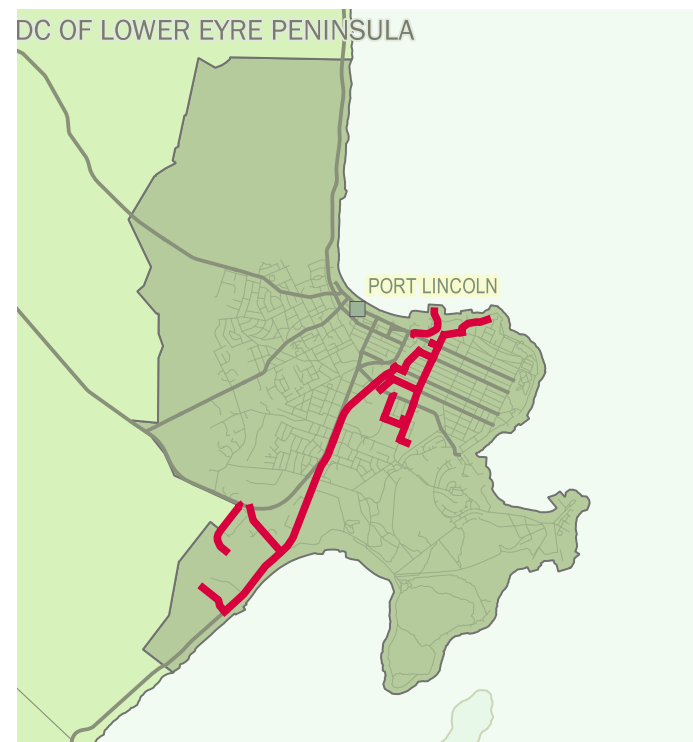
Appendix A Maps - Level 1 & level 2 Route Maps

EPLGA REGIONAL ROADS STRATEGY

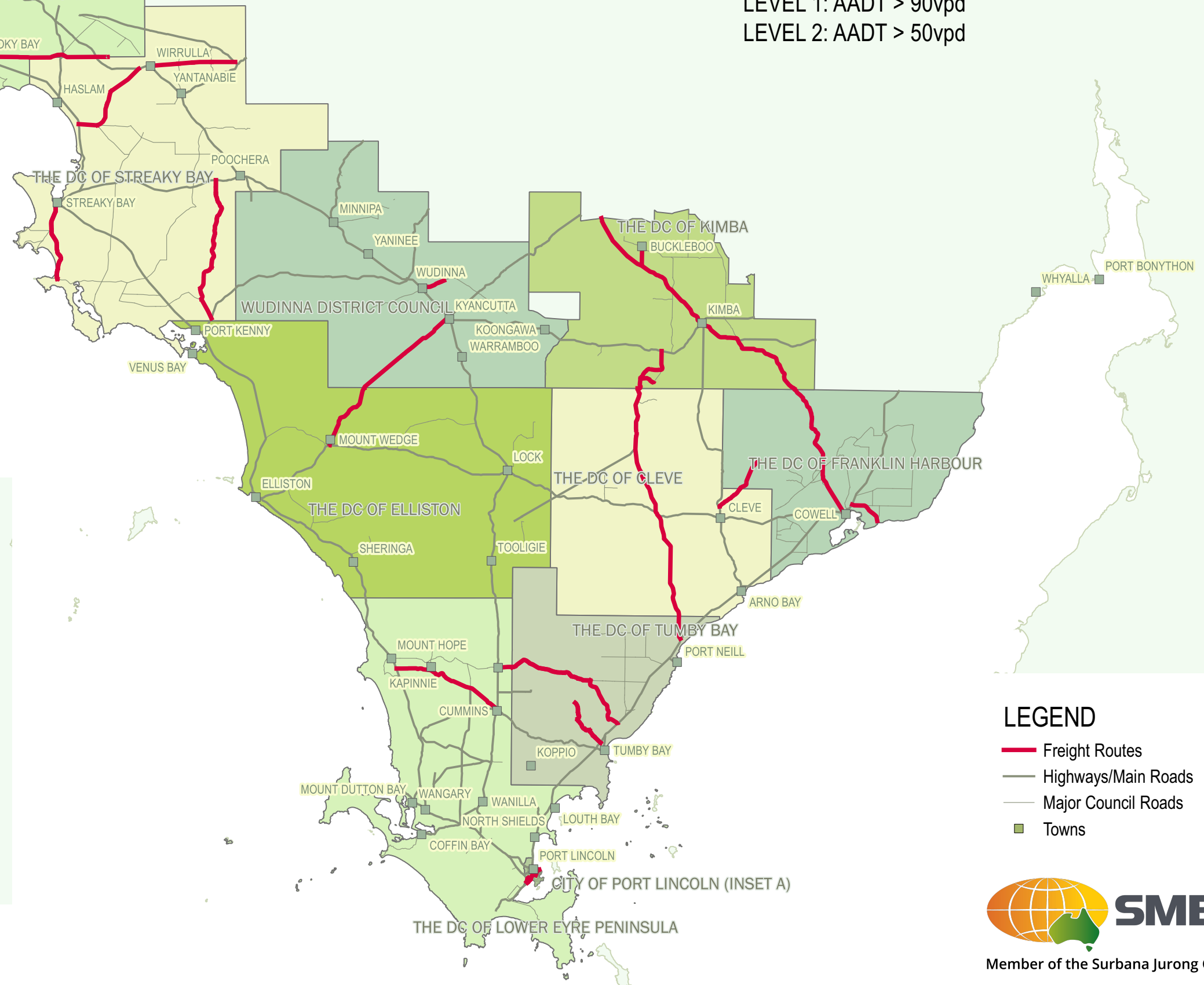
LEVEL 1 AND 2 FREIGHT ROUTES

LEVEL 1: AADT > 90vpd

LEVEL 2: AADT > 50vpd



INSET A

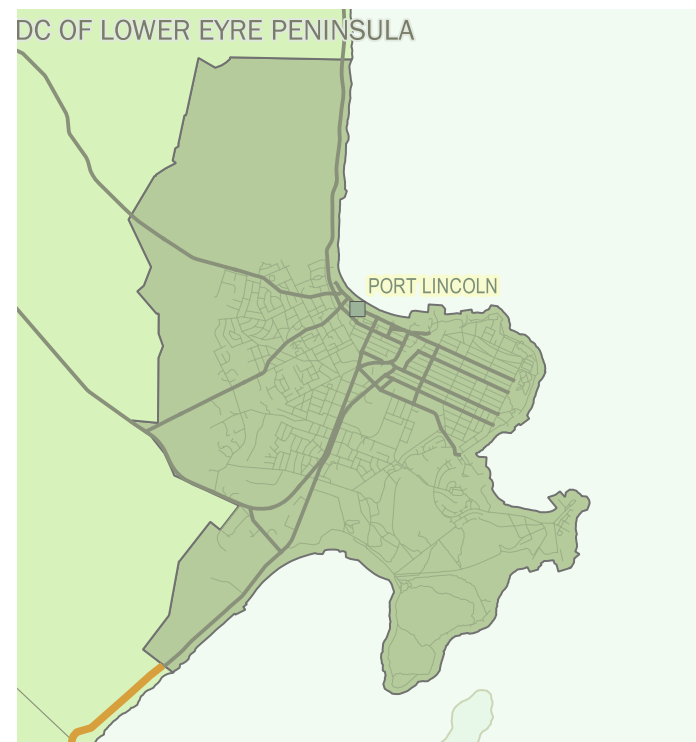


EPLGA REGIONAL ROADS STRATEGY

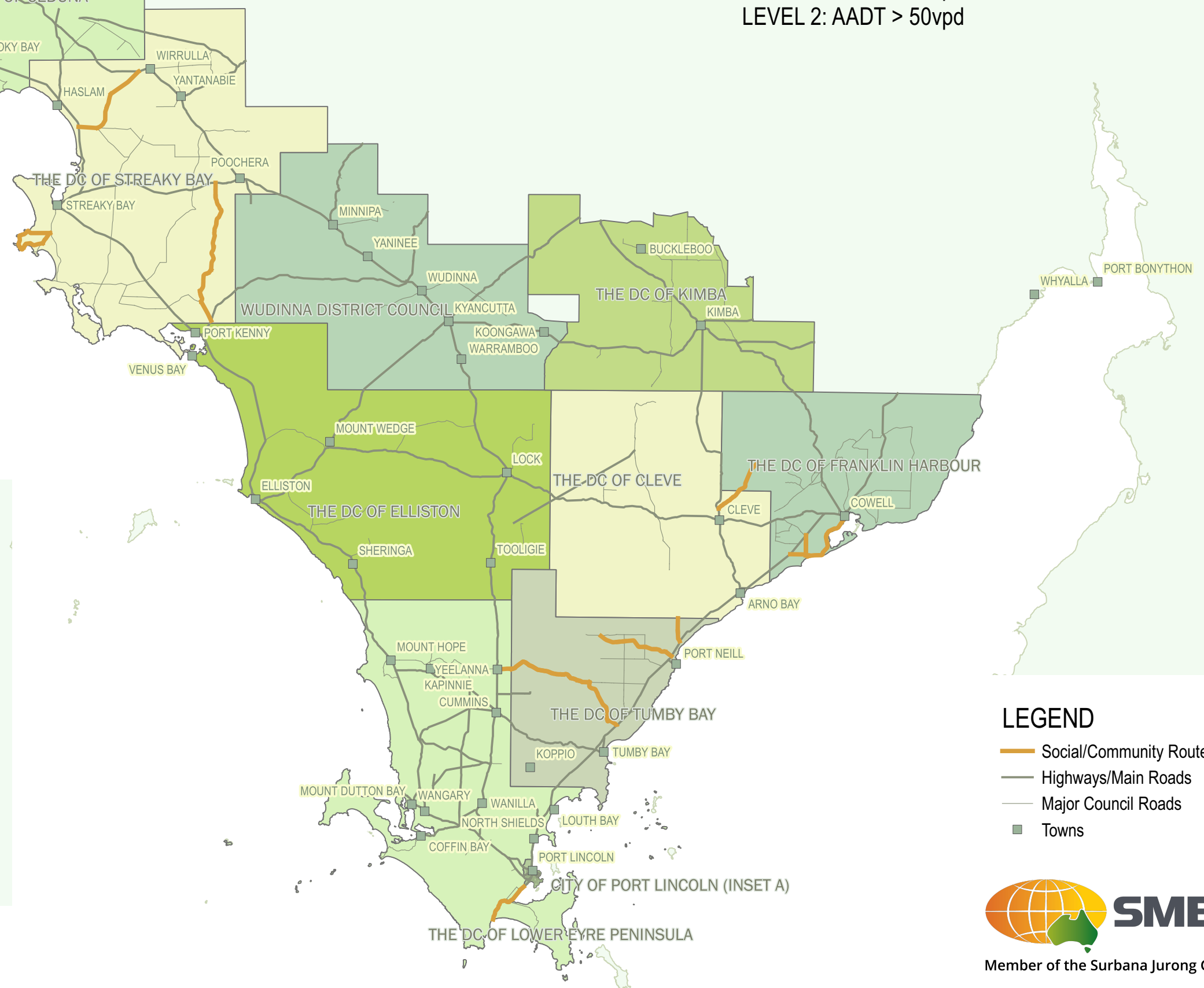
LEVEL 1 AND 2 COMMUNITY/SOCIAL ROUTES

LEVEL 1: AADT > 90vpd

LEVEL 2: AADT > 50vpd



INSET A



LEGEND

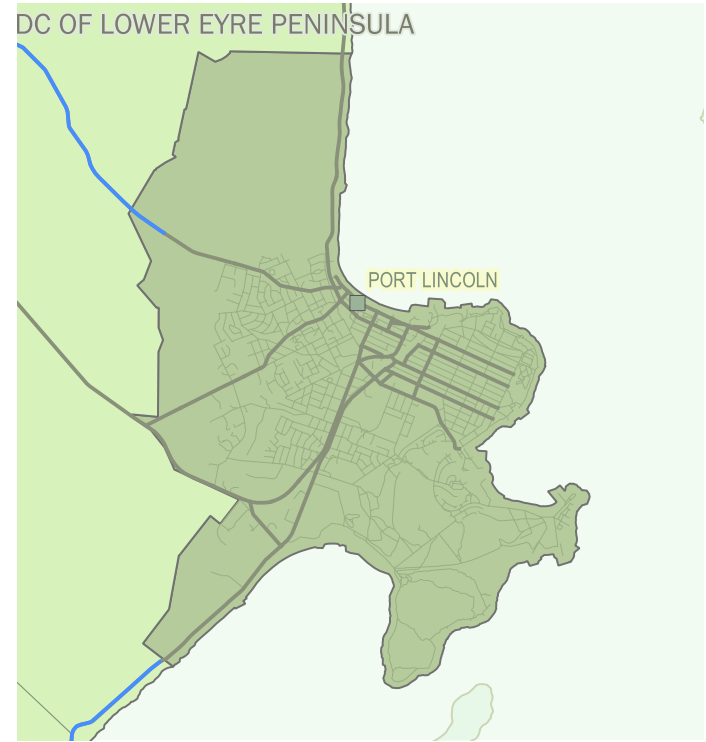
- Social/Community Routes
- Highways/Main Roads
- Major Council Roads
- Towns

EPLGA REGIONAL ROADS STRATEGY

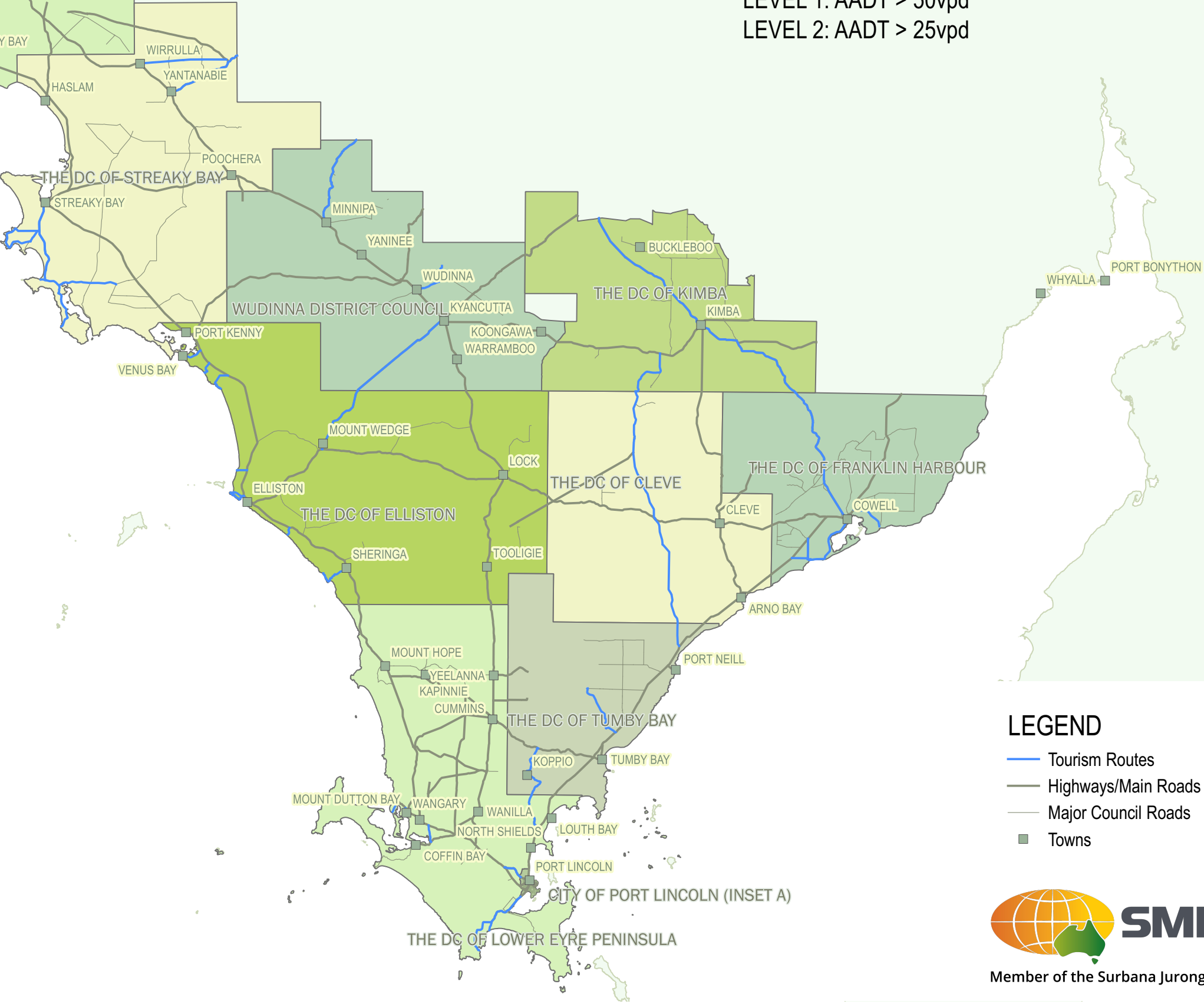
LEVEL 1 AND 2 TOURISM ROUTES

LEVEL 1: AADT > 50vpd

LEVEL 2: AADT > 25vpd



INSET A



LEGEND

- Tourism Routes
- Highways/Main Roads
- Major Council Roads
- Towns



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Appendix B Fit for Purpose Assessment Template

Appendix C Action Plans

Action Plan 1

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Beach Road	1	1	C	-	1	3	44avg 119peak	-	\$1,500,000 (1 Year)	\$1,000,000	14.5	6	This road has become higher priority (and Re-categorised as L1 in last Council meeting) for Council due to increasing developments and land sales in and around Pt Gibbon.
DC Lower Eyre Peninsula	Bratton Way	1	1	F	2	1	1	319	2775 (Average Weekly)	\$1,600,000 (1 Year)	\$1,066,667	3.0	10 Years	This has become top priority for Council as has multiple sections of pavement failure due to increased Heavy Vehicles. Independent analysis recommends the need for overlay 150-190mm basecourse for full length. Council has commenced a course of cement stabilising for deteriorated sections which will occur over 4 years. Council are currently developing a business case for government funding assistance (approx \$18M for overlay and \$1.2M cement stab)
DC Ceduna	Kalanbi Road (Eyre Highway to Dinahline Community)	1	1	C	2	1	1	130	12	\$298,000 SLRP funds granted		2.5km	1 Year	1 YEAR SLRP FUNDING GRANTED Tourist access to Googs Track, Community Access to Dinahline Aboriginal Homeland, freight collector Rd

Action Plan 2

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Cowell-Kimba Road	2	1	F	3	-	1	136	53			16.6		Current programmed reseal. While the road is performing to a fit for purpose standard at present it is anticipated that the use of this road will change once Sea Transport SA's Harbour Export Facility is fully operating and grain is being transported through Lucky Bay. Pressure to run A-B triples. Council will propose to hand back to State Govt.
DC Franklin Harbour	Lucky Bay Road	2	1	F	3	-	1	202	-			5.3		Current programmed reseal. While the road is performing to a fit for purpose standard at present it is anticipated that the use of this road will change once Sea Transport SA's Harbour Export Facility is fully operating and grain is being transported through Lucky Bay. Pressure to run A-B triples. Council will propose to hand back to State Govt.
DC Franklin Harbour	Igloo Road	2	2	C	1	3	-	115	40	-		4.9	3	Igloo Road is part of the future coast loop linking Pt Gibbon to Cowell. It connects with the Lincoln Hwy and Beach Road.
DC Kimba	Buckleboo Road (total Unsealed 21 Kms)	2	1	F	-	4	-	100						Construct and seal to the community club (4.5kms)
DC Kimba	Buckleboo Road (total sealed 28 Kms)	2	1	F	-	4	-	100						Pavement widening required (currently 6.7m width) for 14kms north side of Tola Road. Council upgraded this roads strategic level to 1. Potential listing to Councils capital works in the next 4 years.
DC Kimba	Old Eyre Highway	2	2	F	-	3	1							Resheet 20kms
DC Kimba	Siding Road	2	2	F	-	3	1							Resheet 3kms
DC Streaky Bay	Gawler Ranges Road	2	2	T	-	2	2	25						Poor geometry, poor pavement thickness.
DC Streaky Bay	Point Labatt Road	2	1	T	-	1	3	175						Poor Geometry and pavement surface
DC Streaky Bay	Calca Road	2	1	T	-	2	2	200						Poor Surface
DC Streaky Bay	Poochera-Port Kenny Road	2	2	F	-	2	2	50						Road does not meet appropriate "fit for purpose" standards road would require regular major maintenace work to cope with the envisaged future volume of traffic expeced with the kaolin mine opening
DC Lower Eyre Peninsula	Flinders Highway (Cockatoo Drive to Western Approach)	2	1	C	-	1	2	400						Previous section (Winter Hill Drive to Cockatoo Drive) was reconstructed in 2016. Section is sub standard for FFP. Pavement is badly deteriorated leading to poor ride quality at the posted speed.
DC Lower Eyre Peninsula	Proper Bay Road	2	1	C	2	1	1	434						
DC Lower Eyre Peninsula	Fishery Road	2	1	C	-	-	4	220						
DC Lower Eyre Peninsula	Sleaford Bay Road	2	1	C	-	2	2	131						
DC Lower Eyre Peninsula	Pound Lane	2	1	F	-	1	3	250						
DC Lower Eyre Peninsula	Farm Beach Road	2	1	T	-	1	3	450						
DC Lower Eyre Peninsula	Airport Lane	2	1	C	-	-	4	233						
DC Cleve	Balumbah-Kinnard Road	2	1	F	-	4	-							Built up with no shoulder - safety risk. Pressure will be somewhat alleviated with Lucky Bay up and running but will still have demand and not safe. Will assess feasibility for upgrade next year (2019)
DC Ceduna	Kalanbi Road (Dinahline Community to Yumbarra Conservation Park)	2	1	C	2	1	1		12					Tourist access to Googs Track, freight collector Rd
DC Ceduna	Goode Road	2	1	F	1	2	1	641	329					
DC Ceduna	Miltaburra Road	2	2	C	1	2	1	62	5					Tourist access to Smoky Bay, Community Access to Smoky Bay & Wirrilla, also has Miltaburra Area School towards eastern end. Farm gate freight route

Potential 2020 / 2021 Submission

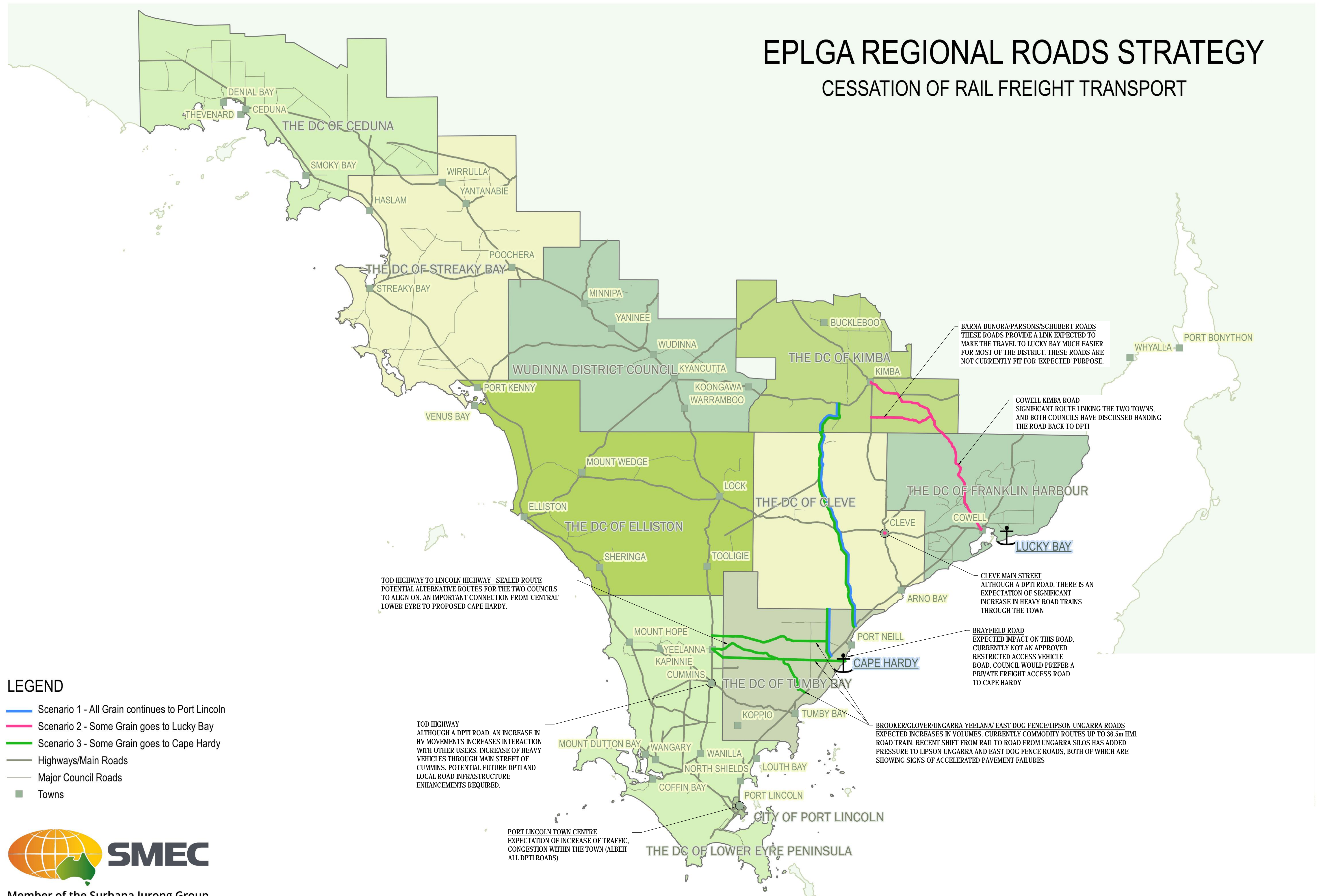
Action Plan 3

Council	Road	Action Plan (1,2,3)	L1 of L2 Road (as defined in table 6-2)	Freight Community Tourism	Compliant	Minor Deficiency	Major Deficiency	Traffic Volumes (AADT)	ESA's (Freight Routes)	Construction Cost Estimate	Amount sought from SLRP	Length of Section	Planned Stages (years)	Comments
DC Franklin Harbour	Barden Street	3	2	C	2	2	-	115	-	-		-	-	These 3 roads, while still being on the radar for Council as part of the Beach Road loop could potentially be removed if Council is successful in a land acquisition application. The land would be used to build a road which links the bottom end of Beach road (at Pt Gibbon) with Igloo Road bypassing the town of Pt Gibbon and these 3 roads within the town.
DC Franklin Harbour	Hogben Terrace	3	2	C	2	2	-	115	-	-		-	-	
DC Franklin Harbour	Pt Gibbon Road	3	2	C	1	3	-	115	-	-		-	-	
DC Tumby Bay	Balumbah-Kinnard Road	3	1	F	4	-	-							Road was funded and sealing completed in the 2016/17 financial year. Pavement may seasonably be unsatisfactory in the southern end and soft when wet.
DC Tumby Bay	Mine Hill Road	3	2	C	1	3	-							
DC Tumby Bay	Yallunda Flat Road	3	1	C	2	2	-	104 (1-5avg)		\$397,700		10.5	1	This road is in the strategy on the basis that to meet regional strategic FFP standards it would need full reconstruction and sealing. The road wouldn't typically meet Action Plan 1 criteria as it doesn't exhibit any 'major deficiencies' (as appropriately assessed by Council).
DC Tumby Bay	Ungarra-Yeelanna Road	3	2	C	3	1	-							
DC Tumby Bay	Tod River Road	3	2	C	-	4	-							Becomes White Flat Road in DC Lower Eyre Peninsula
DC Tumby Bay	Lipson-Ungarra Road	3	2	C	3	1	-							Bratten Bridge Mass limitation prevents HML vehicles from using this route. Limits efficient use of HML vehicles from substantial catchment of high yield grain farming. Council consider this to be next priority but don't currently have funds committed to construction.
DC Elliston	Venus Bay Road	3	2	T	3	1	-							
DC Elliston	Clifftop Drive	3	2	T	2	2	-							
DC Elliston	Sheringa Beach Road	3	2	T	3	1	-							
DC Elliston	Locks Well Road	3	2	T	1	3	-							Due for re-seal
DC Elliston	Walkers Rock Road	3	2	T	3	1	-							
DC Elliston	Talia Caves Road	3	2	T	3	1	-							Requires regular maintenance
DC Elliston	Mount Camel Road	3	2	T	3	1	-							
Wudinna DC	Standley Road	3	2	T	1	3	-	35 (estimated)						On Councils Radar for future Planning
Wudinna DC	Mt Wudinna Accs	3	2	T	1	2	1	20 (estimated)						On Councils Radar for future Planning
Wudinna DC	McKenzie / Pildappa Road	3	2	T	1	3	-	40 (estimated)						On Councils Radar for future Planning. Treat as 1 Road.
DC Kimba	Old Eyre Highway	3	2	F	-	3	1							
DC Kimba	Siding Road	3	2	F	-	3	1							
DC Kimba	Balumbah-Kinnaid Road	3	1	F	3	1	-							
DC Kimba	Cowell-Kimba Road	3	1	F	2	2	-	136						
DC Streaky Bay	Finlayson Road	3	2	F	1	3	-							
DC Streaky Bay	Kingoonya-Yantanabie Road	3	2	F	1	3	-	50						
DC Streaky Bay	Westall Way Loop Road	3	2	T	1	3	-							
DC Lower Eyre Peninsula	White-Flat Road	3	1	C	-	4	-	239						Becomes Tod River Road in DC Lower Eyre Peninsula
DC Cleve	Cleve / Mangalo Road	3	2	F	-	4	-							Existing sealed road of 21 kms in need of reconstruction and reseals. Currently work being undertaken by Council as part of maintenance program.
DC Ceduna	Nunyah Road	3	-	F	3	-	1	19	20					Applied for 2015/16 SLRP funding. Funding was not approved. Council have listed this road as top priority. This road has recorded traffic volumes of 19 vpd and does not classify as a level 1 or 2 road.
DC Ceduna	Denial Bay Road	3	1	F	3	1	-	419	22					
DC Ceduna	OTC Road (Rail - Trading stock Route)	3	2	F	2	2	-	61	12					Tourist Access to; Waste Recovery Centre, OTC satellite station, Community Access to; Waste Recovery Centre, OTC satellite station, industrial precinct, Yaralina aboriginal homeland Freight access to; main feeder for farming land to the north, industrial precinct, transport depots, waste transfer station
DC Ceduna	OTC Road (Trading Stock Route - Schwarz Rd)	3	2	F	3	-	1	61	12					Tourist access to OTC Satillite Station, Community Access to OTC Satillite Station. Significant transport collector road to Thevenard silos, transport volumes increase towards southern end of road, rubble quarry towards southern end
DC Ceduna	Pt Brown Road	3	2	T	3	-	1	26	3					
DC Ceduna	Schwartz Road	3	2	T	1	2	1	35	4					
DC Ceduna	Thistleton Way	3	1	C	3	1	-	280	25					
DC Ceduna	Decres Bay Road	3	1	F	2	2	-	1687	42					
CC Port Lincoln	London Street	3	1	F	3	1	-	5950						*These roads have been assessed as having either 1 or no minor deficiencies only in their 'whole road' fit for purpose assessment, however, key intersections have been identified as having 2 minor deficiencies with regards to heavy vehicle movements on the RAV network at these locations. These intersections are; 1. Stevenson Street and Matthew Place 2. Matthew Place and Luke Street 3. Luke Street and Dublin Street 4. Dublin Street and Brougham Place 5. Mark Street and St. Andrews Terrace
CC Port Lincoln	Stevenson Street	3	2	F	3*	1	-	1200						
CC Port Lincoln	Luke Street	3	2	F	4*	-	-	700						
CC Port Lincoln	Dublin Street	3	2	F	3*	1	-	800						
CC Port Lincoln	Brougham Plan	3	2	F	3*	1	-	200						
CC Port Lincoln	Mark Street	3	2	F	4*	-	-	250						
CC Port Lincoln	Gawler Terrace	3	2	F	1	3	-	50						
CC Port Lincoln	Seaton Avenue	3	2	F	3	1	-	200						
CC Port Lincoln	Verran Terrace	3	2	F	4*	-	-	20						

Appendix D Cessation of Rail Map

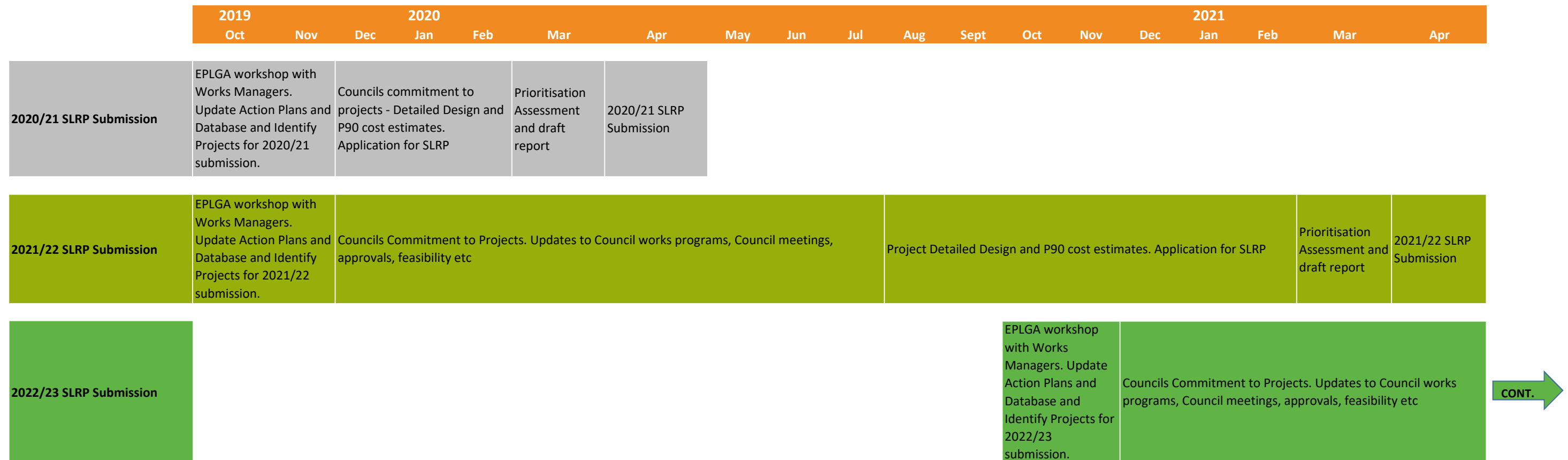
EPLGA REGIONAL ROADS STRATEGY

CESSATION OF RAIL FREIGHT TRANSPORT



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Appendix E Process Flow Chart



Additional Notes;

1. Councils to collect Traffic Volumes over a 6 month period (timing will depend on the primary road use - Grain, Tourism etc)

local people
global experience

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